

PHILADELPHIA, WILMINGTON
AND
BALTIMORE
RAILROAD GUIDE BOOK.

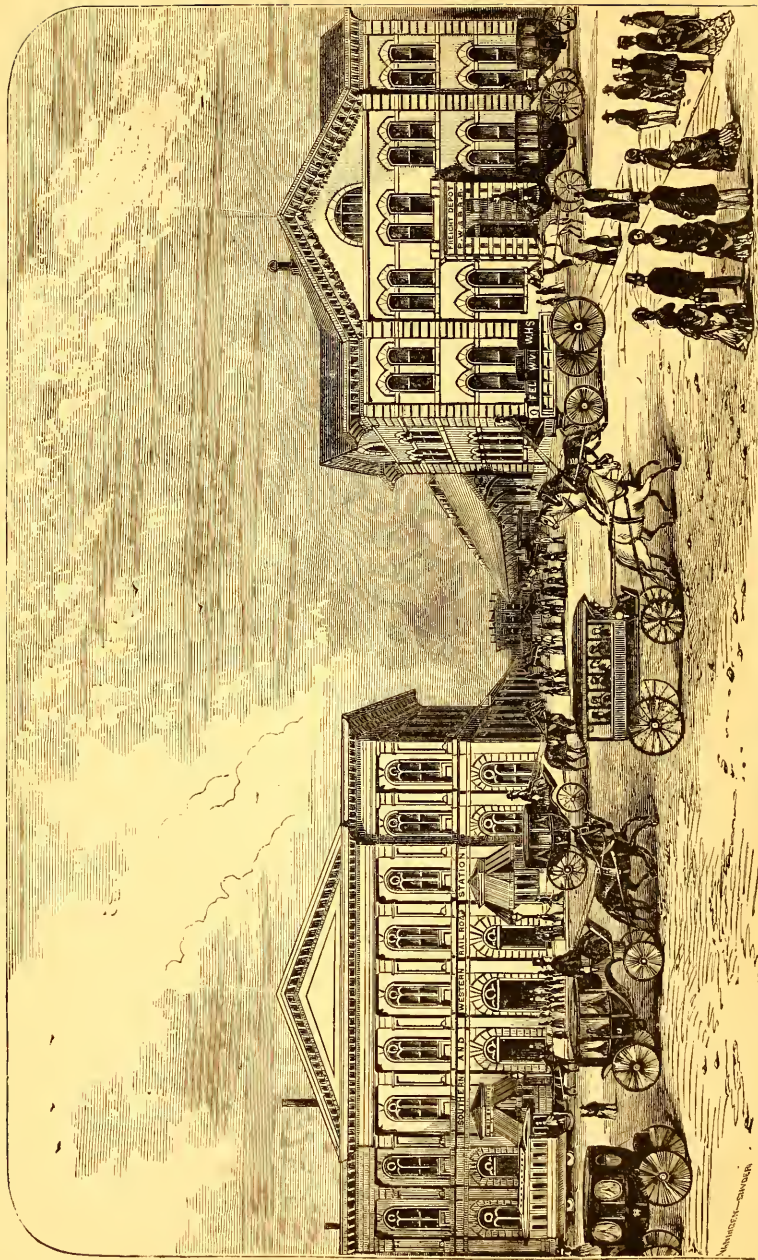
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Dare, Charles P.

Philadelphia, Wilmington and

Baltimore railroad

1913



DEPOT BUILDINGS IN PHILADELPHIA, AT BROAD STREET AND WASHINGTON AVENUE.

THE PHILADELPHIA, WILMINGTON & BAL- TIMORE RAIL ROAD.

PHILADELPHIA is undoubtedly the greatest railway centre in the Republic. The lines that centre here cover a length of not less than eleven thousand miles, and they are all controlled by five companies, so that the arrangements are admirably systemized and do not clash. From whatever part of Canada, Mexico, or the United States the traveller starts by rail to travel in the Republic, the entire distance to Philadelphia can be traversed by steam with ease and speed. This arrangement extends from San Francisco to Halifax; from Philadelphia via New Orleans to the Rio Grande; from Philadelphia to Denver; from Niagara to the Gulf of Mexico. The whole American and Canadian system is of course in close connection with Philadelphia, but our own companies operating so many miles of railway, control all the lines and save the traveller a world of trouble and inconvenience.

The Philadelphia, Wilmington and Baltimore Railroad is the great thoroughfare from Philadelphia to all points south, and south-west and even to the far west, passengers being carried thence over the Baltimore and Ohio Rail Road and other connecting lines. The Philadelphia terminus of the P. W. & B. R. R. is at Broad St. & Washington Avenue, where the company have erected one of the finest and most commodious depots in the city, a picture of which and also the freight depot is given in our frontispiece. Out from this depot 35 trains daily go down the track to Lamokin, Wilmington, Baltimore and intervening stations; trains having their terminus at Lamokin and Wilmington being principally run as accommodation trains, distributing their loads of human freight all along the route. With double tracks of the best steel rails; with very handsome and convenient stations and depots; superb cars provided with air brakes, Miller platforms, and all valuable improvements as fast as their worth is tested; with the very best engines that can be made, the Philadelphia, Wilmington and Baltimore Railroad is recognized by all competent authorities to be one of the best built, best equipped and best managed roads in this or any other country.

Great improvements have been made during the past five or six years, the greatest and most important of which was the changing of the route of the road as far as Chester. Formerly the road ran along the river bank, but it was changed to its present course in a very short time after the plan was projected, and the first train went over the Darby Improvement route, for such it is called, on May 12th, 1873. The road for the first fifteen miles traverses the most fer-

tile and productive portion of Delaware county, and this has been improved and its value enhanced by the Company's beautiful station buildings and the handsome suburban homes of many of Philadelphia's business and professional men. Indeed, one of the first attractions to the eye of an appreciative visitor along this improved route is the architectural beauty of the different depots and station houses. Railroad depots are generally ugly structures, but those on the Philadelphia, Wilmington and Baltimore Road are neat, tasteful, and of beautiful design and finish. The railroad company have not only erected handsome and convenient station buildings but they have also provided excellent roadway approaches, and at many of the depots laid out the adjacent grounds with flower-beds, shrubbery, or grassy lawn, as good taste would dictate. The soil on these sunny hill-sides responds kindly to the solicitations of culture. Pine fruits,—grapes, pears, apples and peaches—have always been raised here with great success, and both flower gardens and vegetable gardens flourish abundantly. Grass also grows most admirably, and no finer lawns can be found than the rich emerald slopes of some of the fine grounds in these neighborhoods.

At Darby, Moore's, Norwood, Sharon Hill, Ridley Park, and at other points, a series of new places have sprung up, owing their existence entirely to the railroad and the facilities thereby afforded for reaching the country side from the city streets. Clustering around the choicest and most desirable sites, groups of villas, country seats, cottages and suburban mansions have sprung into being since the railroad opened opportunity for them, and new rural communities, enriched by all the advantages wealth and good taste command, are strung along the track like gems upon a necklace. These locations are not only attractive to the citizen seeking a home, but to the capitalists seeking investment as well. Few promises of profit ever realize so handsomely as land purchased by the square acre and sold by the square foot. And when the population is increasing and new homes are being established every day, conversion of property can never be a matter involving much difficulty or delay. The land in the immediate vicinity of the stations is in the hands of parties who sell lots at reasonable prices and who are doing much to make the property desirable for residences. The scenery along the Darby Improvement is magnificent and has every element of landscape beauty and interest. The broad Delaware widening toward the great bay, gives long vistas of water view enlivened by the constantly passing commerce of the second entrepot on the Atlantic Coast. To the eastward lies the great city, with its thousand steeples shining in the summer sun; southward and westward the old town of Chester, and the hills thereabout, bound the view, while northward the rich farming region of Delaware county adds pastoral beauty to the scene. Here are all the conditions fulfilled that mankind has ever sought in establishing rural neighborhoods near large cities. No railroad line from Philadelphia offers such facilities for quick and frequent local travel as the Philadelphia, Wilmington and Baltimore Railroad between Philadelphia and Chester. Chester may be reached in twenty minutes and the intervening stations are accessible in from five to twenty minutes, almost every half hour in the day. The Railroad Company has made arrangements with real estate owners along the line, by terms of which whenever a dwelling house is erected the Company issues to the owner a free annual pas-

sage ticket for each \$1000 each building may cost. That is, for a building costing \$5000 a ticket will be issued for five years, or five tickets for one year, and so on up to \$10,000—the limit of the agreement. Building material is also transported at one-half the current freight rates. Great reduction is made in the fare by parties who ride on the road every day, and buy annual tickets. The single fare from Philadelphia to any point between Baltimore is on the average about $3\frac{1}{2}$ cents per mile, while the passengers using an annual or monthly ticket pays at an average of only $\frac{1}{2}$ cent per mile. Family and commutation tickets are sold at an average rate of $2\frac{1}{2}$ cents per mile for each ride.

Although it is only four years since the Darby Improvement was first opened for travel, yet new buildings have constantly been going up along the route and numerous little villages have sprung up as if by magic, owing their existence entirely to the railroad and its facilities. A stranger's first impression of one of these admirably planned towns cannot fail to be pleasant. He arrives at a depot which is really an elegant building, surrounded by handsome grounds and approached by smooth, hard drives and well laid side walks. He finds broad avenues pursuing the easiest grades, shaded with elms and maples, and the natural building sites of the place improved in such a manner as to develop the most attractive features of each, and at the same time to preserve the unity of the whole.

DEPOTS, CARS AND LOCOMOTIVES.

The large and comfortable passenger depot at Broad and Washington Avenue was first erected in 1840, and it has been added to and improved until it is now, without exception, the most comfortable and convenient depot in the city of Philadelphia. It is accessible every two minutes by the Union line and the Thirteenth and Fifteenth street passenger railways. Extensive improvements and additions were made in the building in the Spring of 1876, one year ago, to accommodate the Centennial travel, and the arrangements of the depot are now complete. It has a front on Broad street of 150 feet and altogether including head house, is 400 feet long and 44 feet high. The head house is $76\frac{1}{2}$ feet deep, and a second story was added to this part last year, which now affords accommodations for the engineering department, fire safes, ticket offices and other rooms, the want of which was formerly much felt from year to year as the business of the road became larger and more complicated. On the first floor of the depot building is the ticket office, telegraph office, inward baggage room, outward baggage room, large hall, ladies' room, retiring room, restaurant, gent's room and several offices. On the second floor of the head house are the offices of the President, Secretary and Treasurer, Assistant Treasurer, General Ticket Agent, Superintendent, Engineer and subordinates of the Company. The ladies' room is neatly furnished, being supplied with easy seats, large mirrors, and in summer time is cool and pleasant. The refreshment rooms and restaurant in the depot are first-class in their appointments, and everything in the dining room has a clean and wholesome look about it. A first-class meal can always be obtained here at very moderate prices. The recent improvements in this depot cost over \$200,000. Six tracks altogether run into the passenger depot building.

Until last year the freight business of the company was transacted in the passenger station in Philadelphia, but in the Spring of 1876 a new freight depot was

built alongside the passenger depot. The new freight house is constructed of brick and stone, with slate roof and is 440 by 100 feet. Two tracks for freight cars run into the building and the facilities for loading and unloading freight are excellent. There are twenty-two doors on each side, ten feet square to admit teams bringing and hauling away freight. The "head house" of the freight depot is 100 feet front on Broad street, 35 feet deep and 37 feet high, which contain the offices of the freight department and the offices of the Baltimore Central Railroad Company. This latter road is one of the principal connecting lines of the Philadelphia, Wilmington and Baltimore Railroad; the Baltimore Central Road connects with this road at Lamokin and runs into the depot at Broad and Washington Avenue over the tracks of the latter. The P. W. & B. Railroad Company have leased the Delaware Railroad for twenty-one years and operate it with their cars and engines and employees. This leased line is almost as long as the main line from Philadelphia to Baltimore, and runs from Delaware junction through New Castle, Middletown, Smyrna, Dover, Harrington, Seaford, and other principal towns to Delmar, nearly the whole length of the State of Delaware. Some idea of the business done by the P. W. & B. R. in passenger traffic may be given when it is stated that over the main line alone since 1870 the average number of passengers carried annually has been 1,700,000. Last year, 1876, owing to the increase of travel to the Centennial Exhibition this number was more than doubled, and the immense number of 2,818,560 was carried over the main line between Philadelphia and Baltimore.

The Company own, altogether, one hundred and ninety-five (195) passenger, baggage, and express cars. Of these there are 56 twelve-wheel passenger cars; 71 eight-wheel passenger cars; 2 twelve-wheel parlor cars; 4 twelve-wheel smoking and baggage cars; 13 eight-wheel smoking and baggage cars; 5 twelve-wheel baggage cars; 13 eight-wheel baggage cars; 4 eight-wheel chair cars; 1 twelve-wheel postal car; 7 eight-wheel baggage and mail cars; 15 eight-wheel express cars; 3 eight-wheel mail cars, and 1 eight-wheel pay car. The freight department contains over 1200 cars. Within the past few years the number of passenger cars on the road have been largely increased. The splendid new cars of the Company are indeed handsome, having all the modern conveniences, and furnished with easy and comfortable seats. The car shops and machine works of the Company are located at Wilmington, where nearly all of the cars and locomotives now needed on the road are made. The number of locomotives now owned by the road is about eighty, which has been increased from forty-nine since 1864. The locomotives on this road are, without exception, the finest and handsomest of any road in the country, and they are made strong and durable, capable of running at the highest possible speed that can be attained on any road. The diameter of the drivers of most of the locomotives is 60 and 66 inches. The engine houses of the Company became insufficient to contain the present stock, and one new engine house was built at Wilmington and one at Gray's Ferry, during the year 1876.

Altogether, there are about thirty passenger conductors in the employ of the Company. Many of these have been connected with the road for a long time, and they are always gentlemanly and obliging, and do all in their power to accommodate passengers. The President of the road is Mr. Isaac Hinekey, of Philadelphia, who, during his long career, has proved himself to be a careful and

efficient officer. The Superintendent of the road is Mr. H. F. Kenney. He has been connected with the road for a number of years, and the systematic management of the road, and the clock-like manner of its working, is a sure guarantee of his efficiency and of his experience for the responsible position he holds. The general ticket agent of the road is Mr. Geo. A. Dadman; Vice President, Enoch Pratt, of Baltimore; Secretary and Treasurer, Alfred Horner, Philadelphia; Assistant Treasurer, Robert Craven, Philadelphia. The Directors of the road are Samuel M. Felton, Thurlow, Pa.; William Sellers, Philadelphia; Isaac Hineckley, Philadelphia; Joseph Bringham, Wilmington; Samuel Harlan, Jr., Wilmington; Charles Warner, Wilmington; Thomas Kelso, Baltimore; Enoch Pratt, Baltimore; Thos. Donaldson, Baltimore; Samuel M. Shoemaker, Baltimore; Jacob Tome, Port Deposit; Nathaniel Thayer, Boston; William Minot, Boston; Charles P. Bowditch, Boston; Robert H. Stevenson, Boston. These gentlemen are prominent manufacturers, capitalists, and real estate owners in their different localities, and they are all large stock owners in the road. We have, as yet, referred but briefly to a few of the many attractions and advantages which the road offers. In the following pages of this work, containing the description of the towns, villages, stations, industrial establishments and business houses on the line, the reader will find these peculiar advantages portrayed more in detail. The publisher takes great pleasure in calling attention to the various firms whose business sketches appear in the following pages. Many of them are the oldest and largest in their respective localities, and all of them are energetic and thoroughly reliable. There is a rivalry and emulation in all trading and manufacturing districts that is the very life of commerce, and anything that tends to develop progress, quicken to more active exertion, or give stronger impulse to business energies, must result in permanent benefit to all. These, and similar considerations, are the incentives to inserting these sketches in this publication.

ARSENAL.

This is the first station reached after passing out Washington Avenue from the depot on Broad street. There are no station buildings here, but there are long platforms for the accommodation of passengers getting on and off the trains. In the immediate vicinity are located the United States Arsenal and the Marine Hospital. The city has been built up rapidly in this section, and dwelling houses stand thick all around, while there are also numerous large manufacturing establishments in the neighborhood. After leaving ARSENAL station the road follows a slight curve, and passing brick yards on the left, and planing mills, Harrison Bros.' Chemical Works, Bower's Chemical Works, and the Gray's Ferry Printing Ink Works on the right, we come to Gray's Ferry Bridge, and in full view of the Schuylkill River. The view of the Schuylkill here is interesting, with its boats continually passing and repassing, and across it, on the West Philadelphia side, the Philadelphia Almshouse, the Pennsylvania University, and other public edifices are to be seen. Crossing the river a short distance above, is the beautiful iron draw-bridge of the Pennsylvania Rail Road. This is a model of the new class of bridges, combining beauty, grace, and apparent lightness, with great solidity and strength. Over it the Company's long trains of weighty merchandise cross on their way to Washing-

ton Street Wharf, upon the Delaware, as a point for shipment, while the largest sloops or barges heavily laden, make their way beneath the draw. The Gray's Ferry Bridge, over which our train passes, is an old structure, erected about 1838, and though built almost entirely of wood, is fully as strong and as safe as any iron bridge in the country. It is also constructed with a draw, though of an ancient pattern, and besides the rail road tracks has carriage and footway passages. The Spruce and Pine Street Passenger Railway Company have commenced the erection here of large brick stables and depot. They are being built of brick, and will be completed about the first of July. As the train enters the bridge, extensive rolling mills, close to the rail road, are to be seen, which, at the time of our visit, were in full blast.

GRAY'S FERRY.

Immediately after passing over the bridge, the train arrives at GRAY'S FERRY Station. The buildings of the Company here are neat and substantially built structures. Besides the ticket and telegraph office, there is a new engine house containing eight stalls for locomotives. The Junction Rail Road, a line established for uniting some of the great thoroughfare lines, connects at this point, and conveys the express trains, with their passengers, from Baltimore, Washington and the South, over to the Pennsylvania Rail Road Depot, for connection with that line, without changing carriages. This system, while it deprives the Philadelphia hotel keeper of many a stray customer, is a highly prized convenience to travelers hastening from the North to the South, or from the East to the West, or the reverse. The tracks of the West Chester & Philadelphia Railroad Company also pass about two hundred yards from this point. All around the station here are rail road tracks pointing in various directions, and heavily laden, and empty freight cars can be seen on the sidings, waiting to be sent on their destination at the right time. A short distance below the station is the "coal house" of the Company, containing coal for fuel in the locomotives. On an eminence, a short distance to the left, is a large monument of granite, erected by the Philadelphia, Wilmington & Baltimore Rail Road Company, at the time the road was first built. On three sides of the monument are the names of the first officers and managers of the road and its branch lines. On the fourth side is the following: "Philadelphia, Wilmington & Baltimore Rail Road Company, formed A. D. 1838, by an union of the several charters obtained from Pennsylvania, Delaware, and Maryland. Work commenced July 4th, 1835. Completed December 25, 1838. Cost, \$4,000,000."

It has often been asked from whence this locality derived its name. Where the station buildings, tracks and platforms now are, was located Gray's Garden, something less than a century since; a famous resort, in its time, and from poetic descriptions extant in our old magazines and journals, a very pretty place. The river at that time was crossed by ferry boats, over Gray's Ferry, and this name was afterwards given to the place, the bridge, and the street running towards it. There are now in the vicinity some really beautiful suburban residences and grounds, especially to the right, over near the West Chester Road. The most charming and beautiful villa in the neighborhood is Bartram Hall, the subject of our illustration.



BARTRAM HALL.

This is the home and property of A. M. Eastwick, Esq., a retired professional gentleman, living here with his family. Over a century ago this property was known as Bartram's Botanical Garden, the home of John Bartram, a distinguished naturalist, a contemporary of Washington, Franklin and Lafayette, and a philosopher of the highest repute at home and in Europe. The surrounding grounds are beautifully laid out, and show many specimens, still living, of the rare vegetation formerly collected here. Of course, the beautifully ornamented villa here now, built in the Norman style of architecture, is of modern construction, but the place is still called Bartram Hall, in honor of its former owner.

FIFTY-EIGHTH STREET.

The third station on the road is Fifty-eighth Street, three and a-half miles from the depot. Every traveler on the road is struck with the beauty and air of neatness characterizing the station buildings and their surroundings at this point. They are built of brick, with slate roof, and ornamented both within and out in the highest style of architectural beauty. The Presbyterian Home for Widows is located about a quarter of a mile from the station. This home is established by the Presbytery of Philadelphia, and is a worthy and commendable institution. The buildings are situated on a knoll, and being constructed of a beautiful green stone, form one of the chief attractions of the place. Although this station and the surrounding country is within the city limits, yet it presents every appearance, and has all the attractions of a suburban community.

A number of gentlemen doing business in Philadelphia, reside here the year round, the most prominent of which is Thomas Ellis, of Ellis & Sons, auctioneers, on Chestnut street. Samuel Gibson, engaged in the shipping business; Edward Dixon and Isaac Dixon, firm of Dixon & Son, jewelers; Thomas P. Sargeant, clerk; Charles Melhvaine, doing business on Locust street, resides here in a fine house; Mr. Hugh Melhvaine, a capitalist, owns a large dairy farm here, and a fine mansion dwelling house. The grounds are handsomely

laid out in the highest style of landscape art. Henry Serrill, engaged in the insurance business, has a fine residence a short distance below the station. Wm. C. Longstreth, with three sons, resides near here the year round. The sons follow different professions and lines of business in the city. Mr. James Carswell, of Philadelphia, owns a fine summer residence on Woodland Avenue.



MANSSION OF HUGH M'ILVAISE.

Mr. Samuel Gibson is the owner of a large tract of land in the vicinity, which is divided into lots and sold as sites for suburban homes. This is a good location for those who are called early to business, and are required to stay late. Thirteen trains run each way daily, and it is only ten minutes ride to the depot on Broad street.

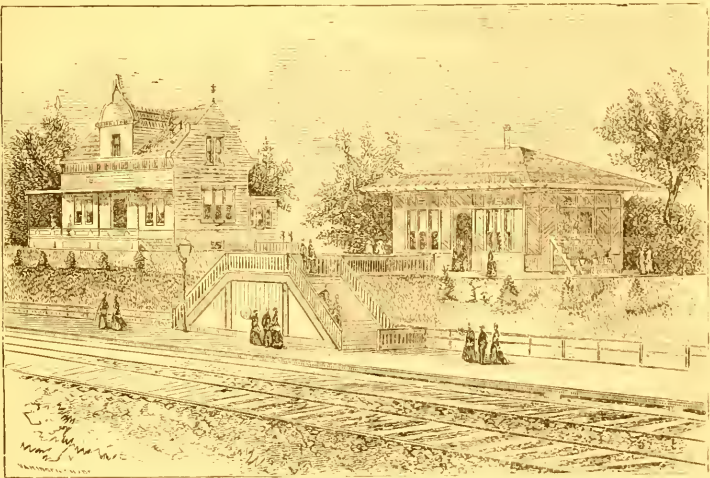
MOUNT MORIAH.

This is the station for visitors to Mount Moriah Cemetery, the entrance to which is about quarter of a mile from the station. It is just beyond the city limits, though before many years the streets of West Philadelphia will extend beyond it. On the Darby road quite a little village has sprung up. It contains two hotels, the Mount Moriah Hotel and the Excelsior House. Daniel Butler owns a country store here and James Dougherty owns the blacksmith shop. The principal residents of the place are William Leacock, horse dealer, J. Shriever, photographer, Walter Vancott, florist; these gentlemen carry on business in Philadelphia. Neal Stran owns a truck farm here of eight or ten acres, and Mrs. Cruthers living on Hay Lane, owns a farm of about thirty acres. Other residents of the place are Edward Kane, Radley Wiles, Alexander Neally, and Horatio P. Connell, Secretary and Treasurer of the Mount Moriah Cemetery Company. The Railroad Company will erect handsome and convenient station buildings here in a short time. The Mount Moriah Cemetery here covers an

area of 227 acres, 80 of which are situated in Delaware county and beyond the city limits. The ground is beautifully rolling and well diversified with hill and vale, offering a splendid opportunity for embellishing the whole tract. To indicate somewhat the popularity of Mount Moriah, we may mention that there are about 13,500 lot holders. There have been over 25,000 interments, and the lot improvements and the monuments and tombs are among the most artistic to be found anywhere. It is somewhat difficult to state all the causes which contribute to make this cemetery such a favorite one among our best class of citizens, not the least in these days of agitation consequent upon the rapid growth of the city is the feeling of absolute security that this extensive and beautiful necropolis will never be disturbed by the encroachments of the city's growth. The most favorable terms are offered to all who desire to secure a lot in these interesting grounds. The Secretary, Mr. H. P. Connell, can be found at the grounds almost any day, and will give information in regard to all points freely. The city office of the cemetery is at 132 South Sixth street.

BONNAFFON.

This station, four and a-half miles from the city, has as fine buildings as are to be found anywhere along the road. Near here are located the conservatories, flower gardens, seed farm and handsome residence of Robert Buist, jr., whose seed warehouse is located at 922 and 924 Market street, Philadelphia. Mr.



BONNAFFON STATION.

Buist's farm embraces over 150 acres of the very best land in Pennsylvania, and it is cultivated in the best style, and kept in admirable order. Mr. Buist resides here with his family the entire year. His residence is a beautiful three-story stone structure—with a veranda extending in front and surrounded by a well kept lawn containing almost every flower, shrub and tree known to the florist or seedman. It is an old country seat and formerly belonged to the father of the present owner. Mr. Albert Bonnaffon, a rich and

successful Philadelphia merchant, after whom the station is named, resides in the vicinity in a large mansion house, with extensive and highly adorned grounds. The beautiful evergreens and other trees are of large growth and are nicely arranged, and form a real paradise here during the hot days of July and August. The residence and stables of Mr. Thomas Carrigas are located a short distance to the left of the station, and are constructed of stone and are very attractive. Mr. Charles Baker, a lawyer, resides in a splendid stone house on Darby road. Thomas Gesner, of Gesner & Brothers, brick makers, lives here and owns a fine house and lawn. Near by is the hotel of Isaac Wood. The Railroad Company own several houses in the vicinity, and also a tract of land extending along a ridge on the right, studded with elegant sites for country seats, which in time will be so occupied. In a little grove near the station is the Episcopal Church, of which Rev. Charles Mason is pastor. This is an old but beautiful place of worship. The grave-yard here contains the tombstones of many who were buried here more than a hundred years ago. There is also on the grounds a Sunday School and private day school in connection with the church, of over 100 scholars. About the station are reared many of the rare and beautiful plants kept in the conservatories of Mr. Buist; and even in the winter the lady agent here cultivates plants and flowers in pots extensively in the station building. For a suburban home very near the city no better location can be found than Bonnafion.

PASCHAL.

This station takes its name from the village of Paschalville here, somewhat of a manufacturing town, containing a population of about 1500 persons. It is an old place, and was quite a village long before the Railroad ran through it. The old nucleus is now being surrounded with new growth from the city. It is in fact a continuation of the city, and will before many years, be connected with the pavements of the fast spreading metropolis. In the meantime it is a pretty and attractive rural neighborhood, where property is steadily improving. It has paved streets, gas, water-works and the Darby line of street cars pass through the village. It contains a Catholic church, an Episcopal church and a Methodist church; the pastor of the latter church is Rev. J. S. Lame. There is a large public school in course of erection, which, when completed, will be the finest edifice in the place. It is built of brick with a front of Serpentine stone, and is four stories in height. The Paschalville Literary Society, an association for the improvement and advancement of old and young, meets once a week, and the exercises, which are always public, are very interesting. There is also a Relief Association in the village to help the poor and sick whenever necessary.

The most important business feature of Paschalville is the National Drove Yards, hotel and stables of which Messrs. Cochran, Ore and Williams are the proprietors. This enterprise was commenced in the year 1875, at which time the large, magnificent hotel and stables were erected. The hotel throughout is arranged and furnished in first-class style and offers accommodations for over one hundred guests. It is built of brick, four stories in height, with a mansard roof. The stables are also of brick with slate roofs. Since the completion of this hotel the village has been growing rapidly, and at the time of our visit seven houses were being erected on 70th street by Mordecai Sheldrake. Messrs. Odgen & Brother are the proprietors of two cotton and woolen mills here, one a

stone mill and the other of frame, and employ altogether about sixty hands. McLaughlin & Reily also own a mill here for the manufacture of cotton and shoddy goods. These mills have been long established. They are located on Cobb's creek, over which the railroad passes by a finely built iron bridge. Woodland avenue is the principal business thoroughfare in Paschalville. There are three hotels in the place, the Blue Bell, Kingessing hotel and the Eagle hotel. Cross & Anderson, dealers in flour, feed, &c., have a large establishment here and do quite a flourishing business. Doctor Odgen is the most prominent physician in the village, and owns a fine residence on Woodland avenue. Mrs. Twaddell, a widow lady, owns a pretty stone cottage near the station. The Priest of the Catholic church resides in a neatly furnished house adjacent to the church. Mr. P. H. Hoopes is the owner of a fine home on the corner of Woodland avenue and Seventy-second street. M. M. Sheldrich is a large property owner, and he has done more to improve the place than any other one man in the town. The Railroad Company also owns a large tract of improved land about the village, which they sell at reasonable figures for those desiring sites for stores or dwellings. The land about here lies high and is consequently well drained. The passenger business of this station is very large and it is constantly increasing. The station building is a well appointed and substantially built structure and adds much to the appearance of the place. The efficient and obliging agent of the company here is Mr. W. T. Whitelock.

DARBY.

Near this station, five and three-fourth miles from Philadelphia, is located the borough of Darby, the seat of important manufacturing interests, and one of the oldest towns in the State. Mills were built here as early as 1696, and the town was divided into Upper and Lower Darby in 1786. The place contains about 1800 inhabitants, who are for the most part progressive and enterprising, and there are in the vicinity a number of first-class business houses. The most prominent of these in Darby borough is the store of J. B. Powell, H. P. Lloyd, dealer in lumber and coal; Mrs. Wolfenden, dry goods; W. T. Bunting, flour and feed; J. B. Shaw, drugs; C. W. King, boots and shoes. A number of manufacturing establishments, principally cotton and woolen mills, are dotted all along Darby creek, owned by Richard Thatcher, W. D. H. Scrill, firm of Andrews & Hibberd, Dwight B. Fuller and Sellers Hoffman. Darby has paved streets, gas, water-works, and is built up in squares of brick dwellings, and in fact the inhabitants enjoy all the characteristics of city life. It is connected with the city, not only by this railroad, but by the Darby Passenger Railway, which is under the control of the Chestnut and Walnut street Passenger Railway Company.

The beauty of many localities on Darby creek is most inviting to those who appreciate fine landscape. This stream, which is navigable for small coal vessels as far as the borough of Darby, is useless for commerce, and therefore charming in aspect, above that point, and irrigates a lovely succession of gentle valleys and wooded glens. Some of the most prominent business and professional gentlemen of Philadelphia, appreciating the attractions of the Darby region, have settled in various choice localities near the station, the business of which is rapidly on the increase as its advantages are becoming known. Among

the many fine residences we select as the subject of our illustration at this point the residence and grounds of Mr. James. Price. This is really a beautiful seat, and the grounds are handsomely laid out and ornamented with rare flowering plants and fine shade trees. North of the borough is the quiet old mansion of Mr. Samuel Bunting, now occupied by his son Ridgway. Mr. Bunting is a member of the firm of S. & J. S. Bunting, auctioneers, 232 Market street, Philadelphia, and has recently built a splendid residence at Sharon Hill and removed to the same. Thos. Garrigues, J. Wolfenden, and several others, were building new houses at the time of our visit. The Darby Improvement Association own a well located tract of land in the vicinity of Darby, and they are doing a great deal to make their property desirable for residences. The ground

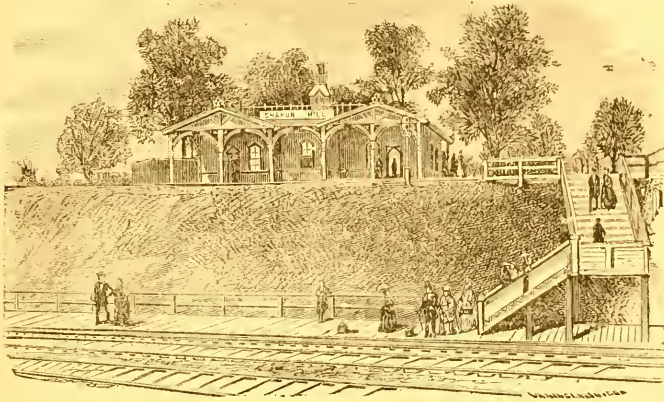


RESIDENCE OF JAMES PRICE, NEAR DARBY.

is high here, and the citizens are favored with an abundant supply of pure, sweet water. All the principal religious denominations have churches in Darby. The largest church in the place is the Methodist, of which Rev. Ravil Smith is pastor. The Episcopal Church is a beautiful building, and the Presbyterian is also a pretty sacred edifice. Other denominations are well represented, among which the Baptists have a large and beautifully designed church.

Looking from the car windows, the country about Darby through which the rail road passes is open and gently rolling, and extends in this manner nearly to the next station, where the deep cuts and ravines again obstruct the view. A short distance above the borough a pretty little rivulet breaks down through the

hills to Darby creek, forming a deep forest-shaded glen, which, to the lovers of the picturesque, is a beautiful spot, and will prove alluring in the warm summer days. The romantic dell, the wide, green meadows, with the great sail-whitened river beyond, the villa-crowded hills, the farm scenes on either side, and the city dim in the distance, form a combination of landscape attractions rarely to be met.



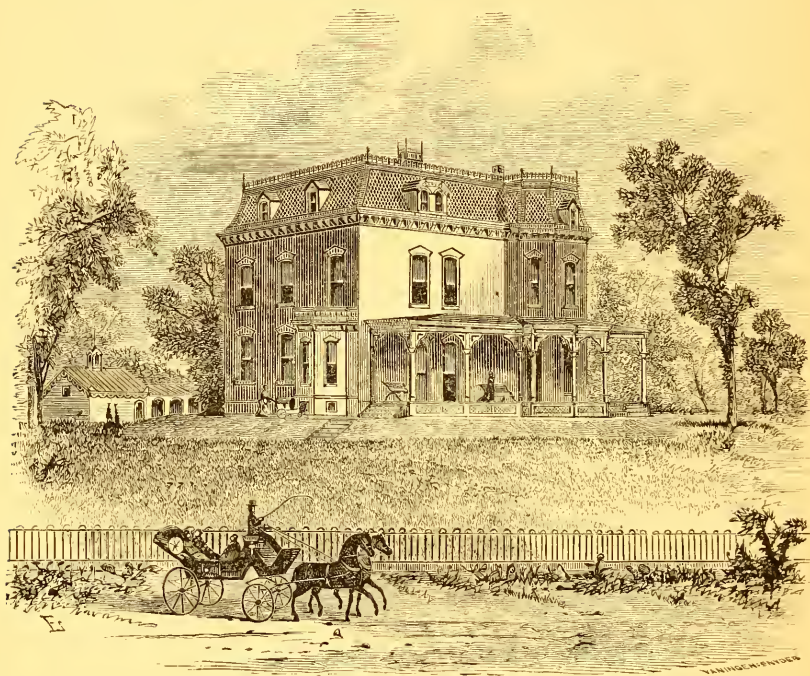
SHARON HILL STATION.

SHARON HILL.

The station building here is a very pretty design, and shows how a depot can be made to adorn a landscape, instead of being a blot upon it. It is constructed of serpentine stone, and the interior is finished with hard wood, highly polished, and the waiting rooms are models of comfort and elegance. The Sharon Land Association, with Wm. Ward, Esq., of Chester, and W. D. H. Serrill, Esq., of Darby, at its head, have done much to improve and embellish the place with pretty residences. They own a large tract of land here, which has been surveyed and laid out into streets and lots, with a view to up-rearing a pretty village, and already a great many lots have been built upon by a good class of owners. The location is an admirable one, and has been advantageously laid out, affording many choice selections for villas and cottages. The gentlemen owning these lots are liberal, intelligent and enterprising, who gladly welcome and coöperate with any judicious plan of improvement. They have seen this locality grow and prosper in their hands until Sharon Hill has become one of the prettiest, if not the prettiest, suburban village on the Philadelphia, Wilmington & Baltimore Rail Road. Almost a suburb of the city, its contiguity places it in immediate access, while in character it is thoroughly rural, and walks through lanes, or rides between fields and pastures, are pleasures much appreciated here during the long summer evenings after returning from the city, or in the morning before going to business.

The sightly points here are fast being occupied by handsome residences. Near the station is the fine brick residence of Mrs. Ella G. Knowlton, wife of John G. Knowlton, deceased, who was owner of the large machine shops at

this place. These works were erected at a cost of \$50,000, by Mr. Knowlton, in 1866, and were operated by him successfully until the latter part of 1875, when he was stricken down and died, greatly mourned by all who knew him. The works are on the opposite side of the rail road, and are substantially built of brick, with a slate roof. The fine old homestead of the late Captain Joseph McMahan, is located at the corner of Sharon Avenue and Philadelphia and Chester Turnpike, on the south side of the latter, and has a large lawn of several acres, and very fine grounds. On the upper side of the pike is the large and handsome stone mansion of Samuel Bunting, of the firm of S. & J. S. Bunting, auctioneers, 232 and 234 Market street, Philadelphia. Mr. Bunting's



RESIDENCE OF ISAAC H. CLOTHIER, SHARON HILL.

house has a large lawn and modern stable buildings attached, the latter finished in polished hard woods. The cost of the house alone was \$25,000. On the same road, near the last named place, is the frame residence of Clement M. Biddle, President of the Permanent Exhibition at Philadelphia. It is a very fine structure, surrounded by a beautiful lawn. Adjoining this is the residence of Isaac H. Clothier, an illustration of which is given on this page. Mr. Clothier is a member of the dry goods firm of Strawbridge & Clothier, Eighth and Market streets, Phil'a. Adjoining the property of Mr. Clothier, on the west, are the homesteads of Dr. M. Fisher Longstreth, and William Jackson, both noted for their large and beautiful grounds. Directly opposite to the latter is

the fine stone mansion of Samuel H. Mattson, of the firm of Mattson & Dilks, Merchant Tailors, Chestnut Street, Philadelphia, who has about fifty acres of the finest farming land in this part of the country. East of the latter is the brick residence of Joseph Shallers, who has a farm of about seventy-five acres, under a fine state of cultivation, situated about half a mile from his present residence, on the line of the rail road between Sharon Hill and Glenolden.

On Hook Avenue, at the southern end of the village, is Sharon School, a Catholic institution in charge of the Sisters of Charity, for the education of young ladies. The building affords accommodation for about one hundred and fifty scholars, and the grounds are beautifully shaded and ornamented with taste. South of the academy, is the old homestead of the late Thomas Sparks, shot manufacturer, Philadelphia. It is a large stone mansion, with extensive and well arranged grounds, and has an unusually high observatory, which commands a view of the surrounding country ranging from ten to forty miles. Near this is the farm of Charles Lafferty, containing about one hundred acres of land, and the farm of Charles Lloyd, both in good state of cultivation, and have good buildings. There are several smaller farms with less expensive buildings, though the land is well cultivated. That of Rachel Bonsall contains 20 acres; Edward Heacock 35 acres; Joseph Lewis 50 acres; John Kuts 30 acres; W. D. H. Serrill 60 acres; Isaac Home 40 acres; Wm. Boone 30 acres; Geo. W. Burton 30 acres; Geo. Swayne 50 acres, and Edwin Rice 50 acres.

There are a number of houses directly around the station, which to build, cost from \$2,000 up to \$10,000, as follows: Residence of Wm. Kingsley, proprietor of Restaurant at Broad and Prime Depot, \$10,000; Geo. Garvin, Coal Merchant, Philadelphia, \$7,000; John H. Taggart, editor and proprietor *Sunday Times*, Phil'a, \$6,000; M. S. Frink, Phil'a, \$5,000; Samuel Urian, Carpenter, Sharon Hill, \$4,000; Aaron Bonsall, Carpenter, Sharon Hill, \$4,000; Peter Clark, Supervisor P. W. & B. R. R., Sharon Hill, \$3,500; G. W. Melville, U. S. Navy, \$3,000; S. A. Slocumb \$3,000, and Edward P. Johnson \$2,000; also, several more in course of erection. The advantage of judicious selection of site, and intelligent supervision of the growth of a suburban settlement, is manifest at Sharon Hill. Experience and skill have been made available in laying out and building up the village, and the result affords a very favorable contrast with the hap-hazard, scattering country village, consisting of one street and a back lane.

Many of the gentlemen here, and at other places on the road, keep a span of driving horses. Keeping horses is not expensive in the country, and to those who care to indulge in the luxury, the pleasant hill-sides between the frequent stations, are quite as desirable as the village avenues near the stations. A short ride to the depot, or perhaps to either one of two depots, is often considered an advantage rather than an objection.

GLENOLDEN.

The next station below Sharon Hill is Glenolden, about eight miles from Broad Street Depot. Here are located the well-known pic-nic and excursion grounds of the Rail Road Company, containing sixty acres. These grounds are charming in aspect, and contain all the natural beauties combined in wood,

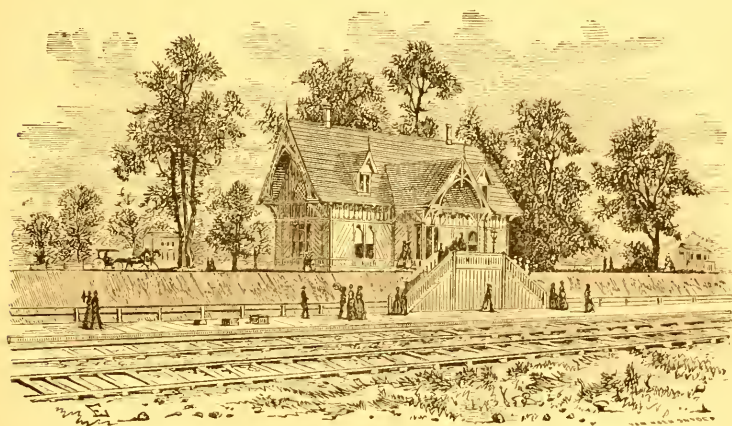
lake, glen and valley, that were ever known. There is a large covered platform erected for playing or dancing, or in which the excursionists can seek shelter during a storm. There are also ample grounds for ball and croquet



PICNIC PAVILION.

playing, and a beautiful lake, with boats, near by, as a means of giving the young all the requisites necessary for a day of social recreation and enjoyment. The Company tender these grounds free to all who desire to use them. They are very popular with the different Sunday-schools and societies of Philadelphia, and are occupied almost every day in June and July by hundreds of people who have ran away, for a time, from the city heat and dust.

All about Glenolden is a scene of rich farm lands, where soil of an excellent quality is improved to the utmost by a refined and progressive agricultural population. The farmers in the vicinity are George G. Knowles, Jas. Knowles, Bethel Custard, Robert Henderson, and Ephraim Ridgway. These gentlemen all own farms ranging in size from one hundred to three hundred acres. Then there are several who farm on a less extensive scale. James Marshall owns a farm of 20 acres, Lewis Cook one of 30 acres, Ephraim Inskeep one of 50 acres, George Jordan one of 20 acres, near the station. Besides his large farm, Mr. Ridgway also owns a grist and saw mill. The Ridley Park Land Association own some beautiful land near the excursion ground, and here are offered some tempting sites for residences. The exodus from the city—persons escaping high taxes and rents—has already invaded the seclusion of Glenolden, and many gentlemen's places are soon to be established in the vicinity. The most prominent of those that have come here to live are Dr. J. J. White, engaged in the dental business near Twelfth and Chestnut streets. Dr. Boone owns a fine residence about half a mile from the station. Near the latter place is a Presbyterian Church. There is also a country store here, kept by Franklin Lloyd, and a blacksmith and wheel-wright shop belonging to Augustus Miller. Lewis Harp is the blacksmith renting the shop. The station here is an elegant design, and being situated on high ground is always cool and pleasant in the warmest weather. The platforms and shedding are made unusually long for the benefit of excursionists.



NORWOOD STATION.

NORWOOD.

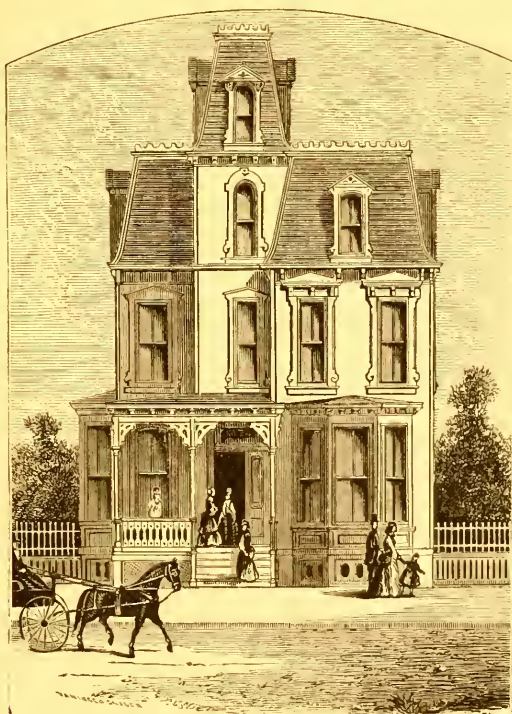
Norwood station, at the suburban village of Norwood, is eight and a-half miles from Philadelphia. The place has grown up entirely since the route of the rail road was changed five years ago. The town was established by Mr. John Cochran, formerly of Chester, but now of Philadelphia, who purchased a tract of ground here and laid it out into lots, with streets running through. A number of gentlemen transacting business in Philadelphia reside here the year round, enjoying the beautiful situation under the different aspect of the seasons,

and using the cars daily. To their residences are added, this season, several new dwellings, which were in course of erection at the time of our visit. Altogether, there are about thirty cottages and dwellings in Norwood. J. E. Cochran resides here in a very pretty and nicely painted cottage on Mohawk avenue. Near Mr. Cochran's cottage, is the residence of William Arkless, built of frame, three stories high, and painted a light drab color. The dark brown cottage to the right of this is occupied by a Mr. Long, a liquor merchant of Philadelphia. The square, box-like cottage, drab color, is occupied by Mr. Hutton, of Baldwin's Locomotive Works. Both the members of the firm of Young & Creigher, paper box manufacturers, Philadelphia, own cottages here. They are built precisely alike, front on the same street, and are only about one hundred feet apart. The design of these cottages is very pretty, but their color, light green, is not so much admired. Elias Kane, one of the attachés of the Philadelphia *Evening Star*, Thomas Gesner, and Mr. Bagley, also live here. Mr. John Duffy carries on farming here in a small way. The large brick three-story residence just outside the limits of Norwood is the property of James Trainer. John Cochran and the firm of Cochran Bros., own several houses here which they rent on very reasonable terms. The station agent at Norwood Station, Mr. H. Miller, is a carpenter by trade, and is building himself a frame cottage near the rail road. The large summer boarding house here belongs to the Cochrans. It is a four-story frame building, and is located in a beautiful grove containing almost every variety of forest trees of full growth; the hickory, the oak, the chestnut, the walnut, towering above the neatly painted edifice and producing a charming effect. As will be noticed by our illustration, Norwood Station is fully as attractive and as highly finished as any of the other stations on the road. The interior is finished in hard woods and is really beautiful. It is easy to foresee that before many years Norwood will be a pretty suburban town, with several hundred inhabitants of the very best class of people. Lots are being sold and houses are constantly going up all the time. The R. R. Company have provided excellent roadway approaches to the station, and laid out the adjacent ground in grassy lawn and flowers, &c. Grass, shrubbery and flowers grow most admirably in this vicinity, and no finer lawns can be found than some of those here and at Sharon Hill, Glenolden, Ridley Park and Crum Lynne. The land along here is a strata of clay and gravel, overlaid with sand and clay loam.

A pretty, convenient cottage, can be put up at Norwood for about \$3,800. These cottages have all modern improvements and furnish ample accommodations for a family of six or seven persons. If the grounds cost, say \$800 for purchase and improvement, the annual rental of the property to the owner in interest, taxes, repairs and insurance, will easily come inside of \$400. For this yearly outlay, a handsome, comfortable, desirable home can be secured amid the pleasantest and best surroundings for the mental, moral and physical well-being of the family. Every advantage pertaining to the city can be had in respect to good schools, church privileges, convenient markets, social neighborhood, etc.; at the same time the pure, fresh air, the healthful out-door life, and the immunity from danger of undesirable associates, peculiar to the country, are enjoyed.

MOORE'S STATION—PROSPECT PARK.

Nine miles from Philadelphia is Moore's Station, at Prospect Park. Prospect Park was laid out in 1875, and is the property of John Cochran and the firm of John Shedwick & Son. It contains 600 lots, over 300 of which have been disposed of during the past two years. The grounds have been surveyed in streets and avenues, with a large park in the centre. The property lays between the rail road and the Chester and Darby Turnpike, and being in good hands, it is sharing the prosperity and increase destined to build up all the suburban towns on this rail road. Messrs. Cochran, Shedwick & Son have, and are still making the most of the advantages of Prospect Park, and they prevent the intrusion of anything that would detract from the same in the least. Mr. Geo. W. Shirley, real estate agent, 17th and South streets, Phil'a, is the pioneer of the place, and came here at the time the park was first laid out. The house here illustrated is owned and occupied by him, and shows the style and design



RESIDENCE OF GEO. W. SHIRLEY.

of many of the houses in the park. At the time of our visit two three-story frame cottages were going up and others were to follow soon after. Altogether, there are about twenty houses erected in the park. John Craig, of the printing firm of Craig & Finley, 3d and Arch streets, owns a cottage here, as do also George Russell, Frederick Hurly, Edward Smith, Sam'l Cross, David McIlurg

and J. Harrison. The farm buildings of Mr. James Trainer are located about half a mile west of the station.

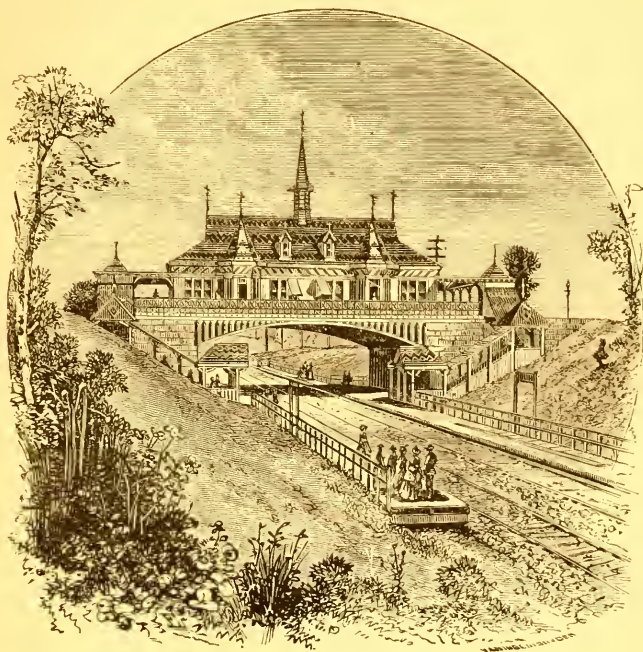
Through the enterprise of Mr. Shirley and one or two other gentlemen of Prospect Park, there has been organized here a first-class building association. The first series of the association was started in July, 1876, and the demand for shares was so great that it was deemed advisable to start a new series, and accordingly a new series was started in February last, and a great many shares were taken at the first meeting. These associations are conducted by men of experience in building associations, and we know of no better or surer way of investing money. The officers are E. T. Cade, President, George W. Shirley, Secretary, and W. Scott Burk, Treasurer. About the first of the current year a Cemetery company was organized, styled the "Prospect Park Cemetery Company," which includes the grounds of an old Baptist Cemetery in the park. The depot, Moore's Station, is built of frame, and is two stories high, part of which is occupied as a residence by the station agent, Mrs. Dahman. The waiting rooms here are pictures of comfort and neatness. The business of the road is large and increasing. A number of local trains make their terminus at this point, the turnouts, engine houses, etc., being erected here. There are four tracks laid between this station and Norwood. Property can still be had in this locality at comparatively low figures, and money can be doubled on the advance in real estate, if Prospect Park grows as rapidly the next eight or ten years as it has for the corresponding period since first laid out.

RIDLEY PARK.

Adjoining Prospect Park, on the south-west, is Ridley Park, the beautiful Garden City on this Road, nine and three-quarter miles from Philadelphia. When the new line of the Philadelphia, Wilmington & Baltimore Rail Road was built, 500 acres of land were selected here for a landscape town, this being considered the choicest location within the limits of convenient access to the city. The company of capitalists owning the property is entitled the Ridley Park Association, and has for its President Samuel M. Felton, Esq. The Association has expended upon the grounds, since its organization, a large amount of money, which has already been partly returned by the sale of lots, or rentals of villas and cottages of the Park. The plan of the Park is admirable, and no expense has been spared toward its ornamentation, grading, building of cottages, constructing artificial lakes, streams, rustic seats, arbors, bridges, etc., and in every manner developing the place, while at the same time the plan of the town has not been marred in the least. The situation of the Park is high, giving pleasant views in all directions. From almost any point the eye is greeted with an endless variety of hills and valleys, copse and forest, cleft here and there with silver streams and shimmering lakes. Toward the east you can see the Delaware flecked with sails, and far in the distance, on the Jersey side, you look along over an extensive range of wood and meadow, while north and westward the beautiful country about Media and the city of Chester commands your gaze.

All who have had occasion to pass over the Philadelphia, Wilmington & Baltimore Rail Road, are acquainted with the picturesque scenery of Ridley Park. The natural beauties of the place have been adorned by progressive

improvement, consistent with the liberality and wise foresight of the Association. The principle was established that whatever was done here should be well and thoroughly done, and already the efficacy of this procedure is exemplified in the value of the building lots, the beautiful proportion of the grounds,



RIDLEY PARK STATION.

and the numerous walks and splendid drives in which its area abounds. The Association has planted an immense number and great variety of trees, drained and improved the entire tract, and supplied artificial water works. The roads, avenues and side-walks are wide, thoroughly well constructed, and shaded with trees. The streams have been expanded into lovely lakes, with wide margins of beautiful shore, the common property of all residents. A park of about twenty acres, and a cemetery of fifteen acres have been laid out in the most tasteful manner.

The Association are putting aside a certain percentage from sales to create a permanent fund for preserving and adding to the beauties of the place. This fund can never be used for the introduction of water or gas, or to reduce taxes, but must ever remain the property of the landholders, to insure the maintenance of roads, to provide for care of public property, and to guarantee the prosecution of further improvements.

Nothing in the plan of Ridley Park has been left to chance. The sites selected for the town hall, the hotel, for churches, schools, stores, lumber and coal yards, etc., are those most appropriate and best suited to meet special require-

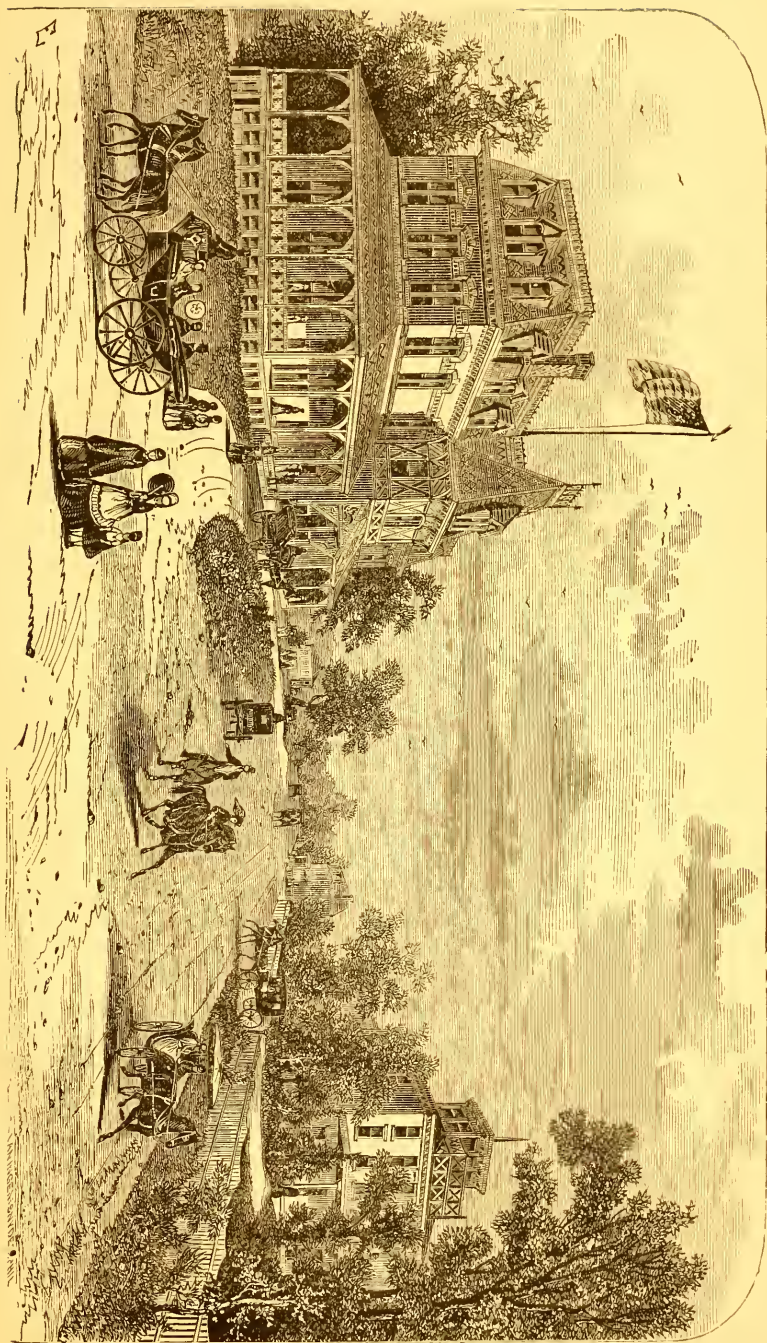
ment. All these points are connected with each other, and with the stations by roads adapted to the shape of the grounds, following the natural and easiest grades. These ways, and the groves, lakes, park, and common grounds are arranged in most beautiful sequence, leaving sites for fine houses in the manner of pedestals for statues, and shading with discreet veils the more utilitarian and prosaic features of the scene. One of the principal features of attraction in summer is Ridley Park Lake, an artificial body of water covering an area of about three acres, and as seen in the picture, is in entire sympathy with the sweet se-



RIDLEY PARK LAKE.

clusion of the natural beauty which dwells around it. There is a boat house on this side, and on the other side is the bridge over Crum Lynne Falls, at the point where the lake empties itself into Crum creek.

There is no more beautiful rail road depot in the world than that at Ridley Park. It is erected in the most ornate style, and is particularly noticeable for novelty of design as well as for architectural beauty. It is built on iron arches, spanning the rail road tracks, and forms a shelter for the platforms of the station; and on either side there are covered stairways of graceful appearance leading from the level of the track to that of the ground above. The interior of the depot is finished in natural woods, with floors and ceilings of marquetry. The decorations, though simple, are original and very effective. The plan of the rooms is also peculiar, and, while affording every convenience, is so arranged as to give a most charming suite of apartments. They are models of comfort and neatness, and in the warmest days of summer are cool and pleasant. The social exchange informally held here during a summer morning, while passengers are assembling for the frequent trains, is one of the pleasant features of suburban life. It will be observed that the rail road track at the depot here is sunk below the level of the surrounding country, hiding the trains entirely from view. This is effected by a cutting in the hill which extends through the park at an average depth of 14 feet. The banks of this cutting are terraced and covered with sod, so that the line of the rail road is here partly hidden and partly so beautified as to become an added attraction of the landscape.

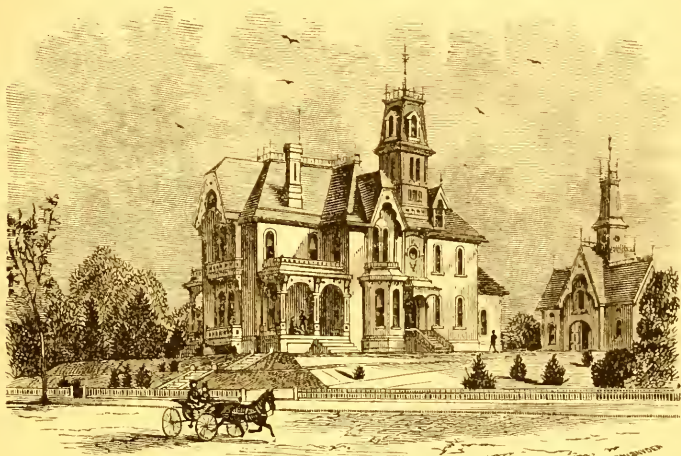


RIDLEY PARK HOTEL.

Ridley Park Hotel is the property of the association, and it is kept in the very best manner by experienced parties employed for that purpose. As will be seen by a cut of the hotel, on page 25, it is a large three-story brick building, with basement, and spacious piazza on three sides, affording a fine view of the Delaware river and the surroundings of Ridley Park. The high basement is devoted more especially to the culinary department. The first floor contains the parlors, dining rooms, gentlemen's smoking room and music room. There are about fifty chambers, and the hotel affords accommodations for over one hundred guests. It is supplied throughout with water and gas, and its excellent rooms, its broad piazzas, and its situation in the midst of a charming neighborhood, make it a very desirable transient home for the summer. The close proximity of Ridley Park to one of the finest markets in the world, insures to the guests of this hotel a fare that cannot be surpassed. The cuisine is presided over by the best cooks, and every dish served up in the most tasteful style. Though conducted on the principle of a large hotel, yet there is an air of refinement about the premises, and a smooth order in the whole management, which relieves it of that noisy parade and vulgar clamor which seems to be the very best atmosphere of many of the large hotels at Saratoga and Long Branch. In truth the hotel at Ridley Park partakes of that air of graceful dignity with which the loveliness of nature and the refined character of its lady guests surround it. It is strictly a summer resort, kept open only during the summer months, and, as a general thing, is well patronized. The tired, over-worked business man of the city, here finds the recuperation that his over-strained energies require. As each puff of the locomotive takes him farther and farther away from ledger, yard-stick, bonds, counting-room and warehouse, the load of cares gradually leaves him, and by the time Ridley Park is reached, the melody of singing birds and rustling leaves, the poetry of sighing breezes and murmuring brooks, have been so thoroughly mixed up with sterner manhood, that he almost fancies that he is in some new-found paradise. With the morning train he goes back, feeling refreshed and invigorated, and better prepared to battle in the busy tide of business affairs. Their wives and children are also benefited by the summer's sojourn—the one receiving the necessary rest from a giddy winter's season of fashion and frivolity, the other the relaxation from study at school and college. The society which gathers here every season is of a character of which any establishment may be proud, as it embraces the very best families in Philadelphia. Being only nine miles from the city, and connected with it by eighteen trains daily, renders the Ridley Park Hotel very accessible. There are four express trains which make the trip in less than twenty minutes. The fare for the season is low; so that with these conveniences, a gentleman can live at Ridley Park with his family, and attend to his ordinary business in Philadelphia with the greatest ease. Himself and family are thus relieved of the cares of housekeeping, and the young members of the household can romp and grow fat.

It would occupy a great many pages of this book to describe all the handsome and ornate mansions and cottages in Ridley Park. The largest and most prominent houses in the Park are as follows: B. H. Bartol, sugar refiner; Major David Nevin, in business in Philadelphia; Doctor Mellinger owns a fine three-story frame cottage near the hotel; Wm. Sellers, of the large tool firm of Wm.

Sellers & Co., owns a handsome residence on Swarthmore avenue. The residences of T. P. Chandler, H. F. Kenney, J. H. Jones and S. T. Fuller, are especially attractive, and are principally built after the style of architecture of the one illustrated above. Mr. C. Tartar also lives here in a fine residence. A general store, well stocked, and the post office are kept by Mrs. A. C. Wise, which name is not by any means inappropriate. There are two churches in Ridley park—a Presbyterian and Baptist. The Presbyterian church is especially a beautiful place of worship—the sublime effect of its gray stone walls



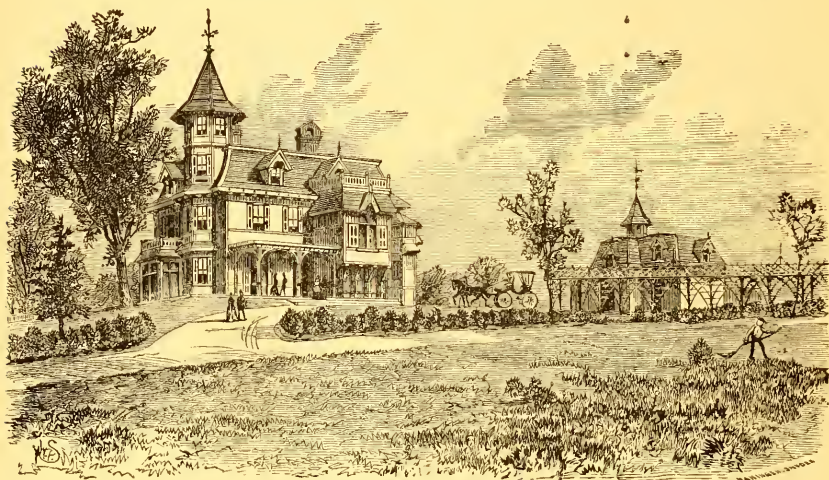
RESIDENCE IN RIDLEY PARK.

and turret spire holding the attention of the most indifferent. Another important feature of Ridley Park is its conservatories and green houses belonging to the Association, where all the flowers, plants, shrubs and young trees are propagated for decorating the Park. The Association have an office on the grounds, where business is transacted. There is also a dwelling attached in which the superintendent of the grounds resides. This last mentioned gentleman is Mr. E. M. Smith, who is deserving of great credit for the admirable manner in which he has reared and kept this beautiful garden city. Every stranger who visits Ridley Park in summer time is struck with the beauty and grandeur of the place, and on his departure carries away with him pleasant recollections of its loveliest breezes, its beautiful shade trees, its excellent water, and last, but not least, the impression of its pleasant and agreeable inhabitants.

CRUM LYNNE.

This station is located at the south-east end of the Park, and is a great convenience to those who reside in the vicinity. The depot here is remarkable for the beautiful sculpture of the capitals of pilasters to the archives of the windows, the architect, J. P. Chandler, Jr., having designed each one for this building, using the flowers and fruits, and the birds and animals of this region for his ornamental work, instead of the usual cornice and frieze of Grecian

architecture. Situated on an eminence, and overlooking the station here, is the beautiful residence and grounds of Mr. S. T. Fuller. This is indeed one of the finest residences in the Park. The site rises from the road to a knoll in the center of the lot upon which the villa stands, and then falls away on all sides. It is three stories high, and has a large and commanding observatory, from which an unobstructed view can be had of the surrounding country. The rooms are all neatly finished, and mostly face toward the south and east. The second and third stories are well supplied with light, airy chambers, and the house will compare favorably with the most ornate villas at Newport or Saratoga.



RESIDENCE OF S. T. FULLER.

Mr. Fuller also has a stable the same style as the house. Its dimensions are 45 by 50 feet, two stories high, and it is finished off with a cupola and vane. It has four large stalls, and, like the house, is supplied with copper lightning rods. The grounds are surrounded by a rustic fence, constructed entirely of cedar.

Adjoining the villa of Mr. Fuller, and just out of the Park, is the three-storied residence of Mr. William W. Maddock, who owns a farm here of about one hundred acres. Across the road, on a high piece of ground, are the dwellings of Joseph Ward, Jr., and Abraham Ward, brothers, who are associated near here in the quarry business. Their father resides only a few hundred feet from their residences, and still lives on the old homestead property, containing about eighty acres of the most improved land.

A couple of miles to the north-west, at the head of Crum Lynne, (which spreads itself into the principal lake of Ridley Park,) is situated Swarthmore College, an establishment which, to look at, is the Tuileries Palace restored from its burning, and which, when you enter it, proves to be a highly curious experiment of bi-sexual education, conducted by the Hicksite branch of the Society of Friends. It accommodates four hundred pupils, boys and girls, clambering the hill of science hand in hand. There are many other interesting localities in the neighborhood, old farm houses still retaining last century simplicity, the

sites of old forts, teeming with historic associations, the birth places of men grown to world-wide fame, and many a spot noted as the seat of Indian and Revolutionary traditions, celebrated in song and story.

EDDYSTONE.

Eddystone station is in the suburbs of Chester city, eleven and three-quarter miles from Philadelphia. The place takes its name from the trade mark of Messrs. Simpson & Sons' popular print, the far-famed Eddystone light-house. The new and extensive print works of the Messrs. Simpson are erected nearby, and a thriving neighborhood is growing up around them. A descriptive sketch and history of these interesting works is given in this book, under the head of the "Industries of Chester."

The station building here has been recently erected, and is worth a moment's attention for its truthful and faultless style of architecture. The interior wood-work and the furniture are grained and polished in imitation of walnut, and present a beautiful appearance. Although, as stated, Eddystone is a suburb of Chester, yet there is enough of wood and open fields to give the place a rural look. To the right of the station is a quiet grove of full-grown trees of almost every variety; and farther back are old farm houses, barns and country homesteads, established more than a century ago. Before reaching this station, the rail road crosses Crum Creek over a beautiful iron bridge, at a height of about forty-five feet. Three miles above, on this stream, are the ancient Wallingford Cotton Mills and Dye Works, the property of Mr. Mordecai Lewis, in whose family these venerable works have existed for more than a hundred years. Half a mile higher up, on the same stream, is the establishment of Mr. Howard Lewis, for the manufacture of printing paper. After leaving Eddystone station, the train immediately passes over Ridley Creek. The bridge here is also of iron; is long and high, and perfectly substantial. There are, likewise, on this stream, manufacturing establishments of historic note, whose origin dates back previous to the year 1800. Four streams are crossed by the P. W. & B. R. R., and enter the Delaware river within two miles of each other, between Darby and Chester. They are called Chester Creek, Ridley Creek, Crum Creek, and Darby Creek. These creeks furnish the numerous manufacturing establishments, dotted along their banks, with inexhaustible power. Their silvery waters, on the way to the Delaware, wind through over-shadowing hills, now meeting with some apparently impenetrable barrier, or now darting off obliquely, to seek the passage-way cleft for them through rocky battlements, by some gigantic convulsion of the past. Here, in the torrid days of summer, when city folks swelter and inwardly long for the wings of a bird, that they may fly away and be at rest, are cool, delicious spots, free from the turmoil of the city, but near enough to enjoy the advantages and conveniences of the same, daily.

It is asserted that the cotton and fibres from half the states in the Union are woven into tissues by the mills on the banks of these four creeks. Up on Chester creek still stands the "Ivy Mills," which was the pioneer of paper manufacture on the western continent. Near the same place are the Wilcox Mills, where the peculiar paper now used by the Treasury Department for the United States Currency, is made. The Messrs. Wilcox also make most of the music paper used in the United States. Further down the stream, at Glen Rid-

dle, are located the large cotton and woolen mills of Mr. Samuel Riddle, one of Delaware county's wealthiest citizens. Besides the large mills, he also owns here 243 acres of improved land. It was near Glen Riddle, at a place now called Crozierville, where Mr. John P. Crozier established his colossal fortune by the alteration of old historic paper and grist mills, into woolen and cotton factories, and died here in 1866, full of honors, leaving a savor of good works behind him to perfume his memory, besides the enormous business interests confided to his sons.

CHESTER.

Chester, fourteen miles from Philadelphia, is the oldest city in Pennsylvania. The first settlers called the place Upland, a name which it bore until Penn gave it the present one in 1682. The date of its first settlement is unknown, but in 1668 it had become the chief town of the Upper Delaware Settlements, and the place where the courts were held. In 1682, Penn took formal possession of his new colony of Pennsylvania, and established his government at Chester, where it remained a year or two, when the newer city of Philadelphia robbed it of its honor. Until outstripped by Philadelphia, Chester fully expected to be the commercial metropolis of the State.

In 1776 the population of Chester was probably about four hundred, and it is doubtful whether the number of inhabitants increased at all between 1776 and 1827. At the latter date, the whole number of buildings in the town was but seventy, including barns, stables and shops. Between 1830 and 1840, the Philadelphia, Wilmington & Baltimore Rail Road was built, passing through Chester, and extensive stone quarries were opened in the vicinity, furnishing large quantities of stone to the Delaware Breakwater. These enterprises gave an impetus to the town, which, in 1840, increased its number of buildings to two hundred and twenty-four, and its population to something over seven hundred.

In 1850 quite a change had taken place. The seat of justice had been removed to Media, manufacturers had discovered the convenience of the town to the sources of the materials they needed, as well as to the markets for their products, and even the old residents had begun to think that the Delaware might furnish some material good besides fish. The census returns gave the number of inhabitants as 1667, and those of 1860 as 4631. In 1866 the Borough became a city by act of Legislature, and in 1870 the number of inhabitants was 9485. There has been a similar increase since 1870, and the present population is over 15,000. The wealth and all the material interests of the town have increased in like proportion. Manufactories of cotton, wool and iron have sprung up all over the place, and no town of its size in the State exceeds it in industry and enterprise. The industrial establishments here, comprise twenty-five cotton and woolen mills, four ship yards, six machine shops, two steel works, one rolling mill, four planing mills, three carriage factories, one brass foundry, an axe factory, and a sugar refinery. The result of establishing these places of productive industry is, that an entire new population has taken possession of the city of Chester, building up its vacant lots, and extending the town beyond its incorporated limits on all sides, except where the Delaware interposes to prevent it. Many of these incomers are from the country, seeking faster modes of becoming rich than cultivating the soil. Many come from other

States, and very many from foreign countries. As it is the energetic who emigrate, these people brought with them more than the average energy of the places from which they came, and their advent into Chester was very much like that of the European settlers among the aborigines.

There are now about three thousand dwelling houses, most of them occupied, and in a great many instances owned by working men. There are upwards of twenty Building Associations in Chester, and through their operations, hundreds of laboring men, and others of small means, who otherwise would not have saved a dollar, are now living in their own comfortable homes. In the hands of conscientious men, these institutions are a blessing to people of small resources, but they are liable to abuse by harsh, hard and unscrupulous managers.

The people of Chester are essentially a newspaper reading community. There are two daily and five weekly papers published here. The daily publications are the *Evening News* and *Daily Times*. Those published weekly are the *Delaware County Republican*, the *Democrat and Pilot*, the *Weekly Mail*, the *Advocate*, and *The Paper*. A sketch and history of the *Delaware County Republican*, the oldest paper in the county, is given in this work, under the head of "Chester Industries, &c."

Chester is plentifully supplied with places of religious worship. It has one Baptist, three Presbyterian, two Episcopal, three Methodist, and one Roman Catholic Church. It has two incorporated banks, the Delaware County National Bank, and the First National Bank of Chester. It also contains two private banking houses. Other buildings of a public character are the City Hall, National Hall, Tuscarora Hall, and Holly Tree Inn. This latter structure is new, and has been erected by a benevolent society. The upper floor is one of the largest and finest halls in Chester, while the lower floor is devoted to the use of a coffee house. The public schools of Chester have a high reputation for thoroughness and efficiency. The best military school in the country is located on an eminence a short distance from the town, as is also Crozier's Theological Seminary, a benevolent institution endowed by the late John P. Crozier. Illustrations and sketches of these noble institutions of learning are given in another part of the book.

The history of Chester during the last century is a remarkable one. After a state of almost complete inertness for sixty-five years, it increases from seven hundred to fifteen thousand in the remaining thirty-five years. This has been attributed, to some extent, to the removal of the seat of justice from the place, but the great cause was the discovery of the local advantages of Chester for manufactories. Philadelphia was becoming a great manufacturing city, and it was natural that the high rents and expensive living of that city should direct the attention of producers to neighboring towns. Chester is upon tide water, about as convenient to coal, iron and other materials, as Philadelphia, and much more accessible to the outside world, being at the head of winter navigation in severe seasons, and being the point to which vessels, bound upwards, usually come without towing.

As a shipping port, Chester has never been of much importance, but as a point for ship building and repairs the city holds a prominent position, and has within her borders the largest ship-building establishment on the Western Con-

tinents. Those who read the descriptive articles of Chester's prominent factories, mills, machine shops, institutions of learning, and business houses in the following pages, will be able to form some idea of who the enterprising men of the city are, who have built it up to its present prosperous and flourishing condition.

CHESTER INDUSTRIES.

Sketches of the Leading Manufactories, Ship-yards, Machine Shops, Business Houses, Hotels, and Institutions of Learning.

PENNSYLVANIA MILITARY ACADEMY.

All who have passed over the Philadelphia, Wilmington & Baltimore Rail Road, are familiar with the location of this institution in Chester. The academy buildings are situated on an elevation, and with bold and striking style of architecture, remind one of some of the stately buildings in continental Europe. They can be seen from a long distance, and their beauty is admired by the sojourning stranger and passer-by, and they are the pride and admiration of the people of Chester and vicinity.

The Pennsylvania Military Academy was chartered with university powers in the year 1862, and was first opened in West Chester, at that time. In 1866 it was moved to Chester, and the building referred to, with grounds and outfit, erected at a cost of \$100,000. The buildings being on elevated ground, command an extensive view of the Delaware river and the surrounding country. The grounds are twenty-five acres in extent, a portion of which is tastefully laid out and decorated with ornamental trees and a variety of evergreens, and forms one of the most attractive spots in the environs of Chester. Having been erected expressly for the Academy, the buildings are strictly adapted to its needs, and are unsurpassed by those of any school in the country. The main structure is two hundred and seventeen feet long, fifty feet deep, and four stories high, designed for the accommodation of one hundred and fifty cadets, with the staff officers requisite for their government. The private rooms, intended for the occupancy, each, of two cadets, are supplied with gas, heated by steam upon the most improved plan, and well ventilated. The bath-room is furnished with sixteen full-sized bath-tubs, and supplied with hot and cold water; and the handsome audience chamber, forty-four by sixty-four feet, is well arranged for the general exercises of the corps. An abundance of the purest spring water may be obtained upon every corridor of the Academy, from tanks having a capacity of about eight thousand gallons. The drill room, with gymnasium attached, one hundred feet long, sixty feet wide, and twenty-five feet high, furnishes the cadet with unusual advantages for in-door exercises. A fine skating park, covering about two acres, is upon the grounds of the Academy.

The design of the P. M. A. is to unite with moral and mental education, a thorough course of military training, both theoretical and practical. The military department is conducted with an efficiency second to that of no other institution of the kind in the country. It is, in all respects, calculated to develop the physical powers, and cultivate order among the cadets. The departments of study embrace a thorough course of all English branches, collegiate and preparatory courses, together with thorough courses in civil and mining engineer-

ing. The greatest thoroughness is exacted in all branches of study, and no cadet is allowed to graduate except after thorough examination in all the branches of study in his respective classes.

The Academy is supplied by the State of Pennsylvania with a battery of six guns, and by the United States Government with the Springfield rifle, of the Remington pattern. The United States Government has, for many years, detailed at the Academy an officer of the regular army to aid in the military department. Lieutenant C. R. Barnett, of the Fifth Artillery, is at present assigned to duty here. This institution resembles, in its course of study and gen-



PENNSYLVANIA MILITARY ACADEMY.

eral regulations, the United States Military Academy, and it offers similar advantages with that institution to the multitude of those who cannot gain admission for their sons at West Point. The graduates are thorough scholars, and generally emerge from their school life in robust health and fine specimens of manly vigor.

The President of the Academy is Colonel Theodore Hyatt, to whom undoubtedly the institution owes the great reputation and success it has secured throughout the United States. Col. Hyatt is also Professor of Mathematics and Instructor in Tactics, and his assistants, both on the academic and military staffs, are instructors of the highest reputation in their special departments. The academic staff contains two graduates, and the military staff one graduate of the United States Military Academy. The trustees of the institution embrace some of the most prominent men of Pennsylvania, among whom may be mentioned Hon. James Pollock, President; Rev. Dr. Newton, Rt. Rev. Wm. B. Stevens, D. D., LL. D., Rev. Matthew Simpson, D. D., Hon. Wayne MacVeagh, Hon. John M. Broomall, Hon. Wm. B. Waddell, Rev. Wm. B. Breed,

D. D., Rev. Henry C. Westwood, D. D., Major General S. W. Crawford, Hon. Charles O'Neil, T. B. Peterson, Esq., James L. Claghorn, Esq., S. M. Felton, Esq., Samuel A. Crozier, Esq. The committees of the educational and military department comprise a number of professional gentlemen of the highest character in the department of law, divinity, and military life. Before these distinguished and scholarly persons, the progress of the students here is regularly inquired into, and that Col. Hyatt has uniformly received their highest commendation, should be a matter of great gratification to him, as it is a significant comment upon the marked success of his efforts of the academic staff. A regular report is made at the end of each scholastic year to the Governor of the State, of the names of the six cadets who stand highest on the roll of the Academy for scholarship, conduct, and military exercises, with the specific branches in which they excelled. This is in accordance with the requirements of the charter granted to the Academy by the State. A fair idea may be gained of the daily life of the cadets, by the following table of the employment of time:

From 6.00 to 6.15 A. M.,	Reveille.
6.30 to 7.15 "	Study.
7.15 "	Breakfast.
8.00 "	Guard Mounting.
8.15 "	Squad Drill.
8.45 "	Surgeon's Call.
9.00 A. M. to 12.15 P.M.,	Study and Recitations.
1.00 "	Dinner.
2.00 to 4.00 "	Study and Recitations.
4.30 to 5.30 "	Drill and Dress Parade.
6.00 "	Supper.
7.00 to 9.00 "	Study.
9.00 to 9.10 "	Tattoo.
9.20 "	Taps.

From this it will be seen that entire regularity, exactness and promptitude are required from each student. He must be at his post as a soldier, and must perform his duties with fidelity. These habits are of the greatest value, and the lack of them is the occasion of half the business failures of life. Resident cadets only are received, and these generally number about one hundred and thirty. They are the sons of prominent business and professional men in different parts of the Union, though the majority come from this State. The cadets are uniformed in a handsome and tasteful gray, and their appearance, when on dress parade, is very striking and soldier-like.

There is nothing left undone that will in any manner contribute to the comfort and welfare of the cadets. It would be hard to find a school where there has been less trouble between teacher and taught. Those cadets who have been at the Academy longest, look on the place as their home, and seem glad to get back after the vacations are over. On graduating, it is with regret that many of the cadets leave the Academy, and they always cling to their *alma mater* with affectionate regard. The very best fare is given the cadets. The table is provided with everything in season, and plenty of it, and fails to realize the popular idea of boarding school fare, so free does it seem from that wearisome sameness which goes so far to disgust the youth of both sexes with boarding school memories. Considering the advantages of the institution, the charges for board, tuition, &c., are reasonable, the particulars of which can be obtained by addressing the President. The Academy bears a very high and honorable reputation, and is widely known to be one of the best conducted military schools in the country. The literary attainments and culture of the President and instructors of the Academy, and the care and solicitude which they evince in imparting instruction, and regulating the mental, moral, and physical training of those entrusted to their charge, has gained for them the highest respect, and won for the institution the hearty confidence of those best acquainted with its merits.

Colonel Hyatt is an able instructor, and a noble, high-minded christian gen-

tleman, to whom parents may safely confide the education and training of their sons. He has devoted a large share of his life to the great object of educating young men, in which work he has met with that gratifying success and reward his efforts have so justly deserved. He has been President of the Academy ever since it was first established in 1862, and he is therefore widely known, and is deserving of still wider recognition, as being the head and projector of the most successful institution of its class in America.

COTTON MILLS OF A. BLAKELEY & SONS.

The mills of Messrs. A. Blakeley & Sons, known as the "Araspha Mills," were first established in Chester by Mr. A. Blakeley, the present senior partner, in the year 1854. This is one of the largest cotton manufactories in Chester, the grounds upon which the different buildings are located, covering a whole square, extending from Tenth to Eleventh streets on Walnut street. The main building, built of brick, is 200 feet long by 50 feet wide, and three stories high. There is also an engine room 40 by 25 feet, a picker room 50 by 30 feet, dyeing and finishing room 100 by 30 feet. These buildings are of brick, and built in the most substantial manner. The machinery in the mill includes 158 looms, (50 of which have been added during April and May of the current year,) 6000 spindles, together with all the necessary appliances, and an engine of one hundred and fifty horse-power. When in full operation over one hundred hands are employed.

The products of the "Araspha Mills" embrace all kinds of cotton goods in every variety of style, weight and price, which, being used for clothing by the masses of the people, find a ready sale. This necessitates a large consumption of raw material, amounting to about 1200 bales of cotton in a single year. The firm sell their goods through Meigs, Dale & Co., of Philadelphia and New York, and their trade thus covers every part of the country. When Mr. Abraham Blakeley first took charge of these mills the mill building was only half its present size, but in 1873 the business compelled an enlargement of the factory, and it was increased to just double its former capacity, by the addition of another one hundred feet. Mr. Blakeley has also associated two sons with him in the business. The oldest son, Benjamin W. Blakeley, was admitted to the business in the year 1862, and W. S. Blakeley, the younger son, was admitted January 1st, 1874, shortly after the mills were enlarged. The senior partner is truly a self-made man, and commenced business with comparatively little capital. He has been connected in some way with the manufacture of cotton goods since boyhood. Since first starting in business for himself in 1854, he has shown great energy and ability in the conduct of his important enterprise, and has established an enviable name both for himself and the products of his mills.

HUDSON, SPARKS & CO.

One of the leading mercantile houses of Chester, is that of Messrs. Hudson, Sparks & Co., located at the south-east corner of Sixth and Welsh streets, dealers in iron, steel, coach hardware, paints, oils, turpentine, varnishes, brushes, &c. This establishment, although recently started, has supplied a want long felt in Chester, and the trade of the house is increasing rapidly. The individual partners of the establishment are Mr. J. R. Hudson and Mr. E. D. Sparks. The business was first established in 1875, by Messrs. Branim & Hudson, who carried it on successfully until October 1st, 1876, when Mr. Sparks was admitted to the partnership, and the firm assumed its present style. The building occupied, is a neat brick structure, two stories in height, every part of which is used for carrying on the business. The articles kept for sale at the establishment embraces everything needed in a carriage manufactory or blacksmith shop. The stock is very extensive, and the prices of the articles will compare favorably with those of houses in the large cities. The wood stock is of extra quality, and is guaranteed to be perfectly dry. The store is well arranged and conveniently fitted up. The trade of the house is already quite

large, and extends throughout Delaware and Chester Counties, and to Delaware State. Blacksmiths are supplied at short notice with all kinds of tools and iron needed in the prosecution of their business. The firm also keep on hand paints, oils and varnishes, which they sell to manufacturers and painters, at the lowest market prices. Their stock in this department is fresh, and every article sold is warranted to be exactly as represented. The stock is selected with the utmost care, the aim of the firm being to keep only genuine and pure articles, so that every purchase made by a customer secures a permanent patron of the house. By this course they have secured a good trade in the paint and oil department.

Both members of the establishment, Messrs. Hudson & Sparks, are practically and thoroughly familiar with every point and detail of their business, and all orders entrusted to their care are executed under their personal supervision. They are likewise young men of sterling integrity and strict business qualifications, and are exceedingly popular in the community in which they reside.

ENGINE AND MACHINE WORKS OF ROBERT WETHERILL & CO.

The business was founded by Messrs. Miller & Allen in 1860, in a very moderate way, and increased from time to time until 1872, when the present proprietors, Messrs. Robert Wetherill & Co., came into possession of the premises. Under the superior skill and judicious management of this firm the capacity of the works have been more than doubled since coming into their possession, until they are now, in completeness and efficiency, without an equal in this part of Pennsylvania. The extensive improvements to the works were made in 1874, which now consist of machine shop 50 by 143 feet in size, a foundry 67 by 122 feet, boiler shop 36 by 102 feet; then there is the pattern shop, where the firm make all their own patterns, occupying the second story of the machine shop, and the moulding floor occupying the second story of the foundry. These buildings are all built of brick, and constructed in the most substantial manner. They occupy a whole square, 184 by 384 feet, extending from Sixth to Seventh street, and from Upland to Pine street.

The class of work turned out at the establishment embraces engines, boilers, shafting, mill gearing, hoisting machinery, patent artificial ice machines, &c., but their great specialty is the manufacture of the Corliss steam engines, of which they have made the best and most powerful ones in use. The many improvements they added make it superior. At the Centennial Exhibition last year, they received a gold medal for their exhibit of a Corliss engine, and also for "Wetherill's patent Self-packing Piston." The number of Corliss engines made at these works exceed a hundred annually, and are sent to nearly all parts of the United States and to foreign countries. They are acknowledged by the most competent judges, to be the best engine in use. They are so well known that a description of them would be superfluous here. The self-packing piston invented by this firm, and patented July 14, 1874, is fast gaining favor with manufacturers in Chester, Wilmington, Philadelphia, and in other localities. The Messrs. Wetherill have applied it to all engines of their own manufacture for the past four years; and have also applied it to engines of other makes, and it has given universal satisfaction in every case. It is undoubtedly the very best packing in use, and it is fast superseding other makes in engines of all kinds. Another specialty of the firm is "Wetherill's Feed Water Heater," patented by them February 9, 1875. It consists of a wrought iron cylinder riveted to cast iron rings, and closed at the ends by cast iron bonnets, the latter being easily removed. The feed water is heated by passing it through numerous coils of copper pipes, one inch in diameter, terminating in brass connection for inlet and outlet, (surrounded by the exhaust steam from the engine,) dividing it into small bodies, and causing it to reach the boiler at a temperature of 212 degrees Fahrenheit.

The proprietors of the works are men of experience, fully versed in all the details of the business, and they have each department of the business under

the charge of a competent foreman. Besides the manufactures already mentioned, they make hydraulic and screw presses, direct acting and geared boiler feeders, cranes, and boiler and tank work in all its branches. Castings are made as high as thirty tons weight, and the firm are prepared at all times to furnish the heaviest machinery in all its details, for which plans and estimates are at all times cheerfully furnished. Altogether the Messrs. Wetherill & Co., employ from ninety to one hundred hands, most of whom are competent and skilled mechanics. The power of the works is entirely steam, being furnished by an eighty horse-power engine. The members of the firm are Robert Wetherill and Richard Wetherill, both comparatively young in years, but old in experience, and full of pluck and enterprise. Mr. Robert Wetherill manages the practical part of the business, while the counting-house duties of the establishment are under the charge of the junior member of the firm, Mr. Richard Wetherill.

COCHRAN BROTHERS.

The business carried on by this popular firm of Real Estate brokers in Chester, was established by the father of the present proprietors, Mr. John Cochran, about the year 1858, nineteen years ago. Mr. Cochran was very successful, and in the year 1874 he admitted as partners to his business, his sons J. Engle and S. J. Cochran, and the style of the firm became John Cochran & Sons. Both the sons received a liberal education, and Mr. S. J. Cochran had learned civil engineering and practiced it to some extent before being admitted to the business. With this fresh ability and energy, the firm largely increased and extended its operations, and at the present time the firm of Cochran Brothers takes front rank among the establishments devoted to real estate operations in Delaware county. The firm assumed its present style in December, 1876, by Mr. John Cochran, the founder of the house, withdrawing, and establishing a new business at 704 Walnut street, Philadelphia. For the last twenty years Mr. John Cochran, and the firm of John Cochran & Sons, have transacted a large share of the immense real estate business of Delaware county and the surrounding country, enjoying the confidence of capitalists and investors, as well as of builders and real estate operators. In the purchase and sale of all classes of dwellings, business establishments, industrial works, building lots, landed estates, suburban villas and cottages, shops, stores, mills, etc., the skill and experience of the firm have been found extremely useful to both buyers and sellers, and the integrity of the house has proven a safe reliance to both sides, in all transactions entrusted to its management.

Beside the buying, selling, and exchanging of real estate, the Messrs. Cochran invest money on bond and mortgage, on the most approved security. Insurance is also placed to any amount in the most reliable companies in the Republic.

A large business is done by the Messrs. Cochran in the purchase and sale of real estate securities, a class of investments demanding close attention to details, and careful examination of records and the condition of properties. In this description of investments, few firms have deserved and obtained so large a share of the confidence and patronage of capitalists, real estate owners, and the public generally. They have given the close study of many years to their business, and have added largely to the growth and prosperity of the city of Chester, and also contributed greatly to the appearance of the business streets. In fact, the members of this house are men who have identified themselves thoroughly with the interests, trade, progress, and development of Chester, and rendered transactions brisk and capital active. Their office for transacting business in Chester is at 306 Market street.

THE OLDEST DRUG HOUSE IN CHESTER.

The oldest Drug Store in Chester, and the one doing by far the largest business of any similar establishment in the city, is that of Mr. M. H. Bickley, located at the corner of Fourth and Market streets. This business was established more than forty years ago, when Chester was a small town and contained but

few prominent business houses of importance. Mr. Bickley purchased and took charge of the property in June 1851, and since then has made many valuable improvements. He has erected here a large five-story brick building, which far surpasses most of the private or public business edifices of Chester. Mr. Bickley occupies three floors and the basement for transacting his extensive business, and he has spared no expense in making his establishment complete in every particular. The salesroom is 21 by 73 feet, and is handsomely and conveniently arranged for the compounding of prescriptions, the sale of patent medicines, and a general wholesale and retail business, while the cellar is filled to repletion with a full line of oils, paints, white lead, window glass, &c., and a complete assortment of drugs and chemicals in their original packages. The stock embraces every variety of goods essential to a first-class drug store, including a large and well selected assortment of fancy goods, perfumery, soaps, brushes, pomades, sponges, &c. One of the main features of attraction in this well arranged establishment, is a handsome soda fountain, from which, in warm weather, the best of cool refreshment effervesces.

The stock of goods carried is much larger than any other drug house in Delaware county, and has been selected with that care and judgment only attained with long familiarity with the business. Mr. Bickley buys direct from first hands and importers, and thereby always procuring fresh, unadulterated goods, and knowing how to buy, he is prepared to offer country dealers and physicians, prices as low as any in the market. The wholesale trade is principally in Delaware county, and to some extent in Delaware State. The house also deals largely in standard patent medicines, keeping only those of acknowledged merit, and avoiding all trash. They also put up a number of original preparations, whose virtues are attested by hundreds who have used them. Mr. Bickley is a druggist of over thirty years' experience, is a graduate of the College of Pharmacy, and the compounding of prescriptions is a branch fully understood by him and his competent assistants. A prescription department is located in the rear of the store, apart from all other business, in order to avoid interruption, and to insure accuracy at all times. Although Mr. Bickley does a very large business now, his sales are constantly on the increase. His rule is that goods must be sold, both wholesale and retail, as low as they can be purchased in the large cities, with which this house is in direct competition. Mr. Bickley is very popular in Chester, and is noted for his strict integrity and straightfoward business transactions, and his establishment is regarded as an honor and a credit to the city in which it is located.

THE COTTON & WOOLEN MILLS OF ROBT. HALL & SON.

The above establishment, known as the "Mohawk Mills," has been in existence for a long time, but passed into the possession of its present owners in the year 1871. Mr. Robert Hall, the senior partner of the firm, has been identified with the cotton and woolen goods business from boyhood, though it is within the past fifteen years that he started to manufacture on his own account. He commenced in a modest and unpretending way, and, previous to moving to Chester, owned and ran a mill about two miles distant, near the suburbs of the city.

These mills have gained an enviable reputation for the quality of the goods manufactured. They comprise a stone mill, running two sets of woolen cards and mules, and are located at the corner of Third and Franklin streets, in the most eligible part of the city. The main building is 120 feet long on Franklin street, and 37 feet front on Third street. In the latter are run 36 looms, with preparatory machinery of the finest pattern and latest invention. In addition to this there are separate making-up and packing rooms, and a well-appointed dye-house for raw materials and piece goods; also, a fire-proof dry-house and picker-room, and a commodious office on Third street. These different departments are all connected, and built in the most substantial manner. The line of goods manufactured comprise fine poplins, alpacas, and other worsted and woolen dress goods. Largely and especially upon the alpacas, the mills have acquired an enviable reputation. The establishment does not confine itself to

the goods already mentioned, exclusively, but flannels, cottons, chevots, &c., are produced in quantities to meet the demands of trade. The mills have a capacity of producing 40,000 yards of manufactured goods per annum. About 32 hands are necessary to keep the mills running. They are now, and have been, running on full time, and there is a ready market for the goods. They are sold through wholesale agents or jobbers in New York city, and from there distributed among the retail houses in all the principal cities of the Union.

COAL YARD OF WILLIAM WEAVER, JR.

In Chester, one of the leading dealers in Coal, is Mr. William Weaver, Jr., whose office and yard is located on Second street, above Penn. The yard here occupied, formerly belonged to Bradley Bros., but which Mr. Weaver purchased in September, 1876. Although the coal business is comparatively new to him, he is succeeding in his new field of labor admirably, and is rapidly building himself up a fine trade. A customer at this yard once, is a customer for all time, for the reason that Mr. Weaver sells only the best quality of coal, and that at the very lowest possible price. He is enabled to do this from the fact that he receives his coal direct from the mines by canal and by the Chester and Delaware River Rail Road. These admirable transportation facilities are not possessed by many coal yards in Chester. Mr. Weaver is delivering a new grade of coal called "Enterprise," which takes well with the people of Chester. It is suitable either for cooking, heating, or for manufacturing purposes. He makes a specialty of this coal, and sells at the rate of three thousand tons annually. He also deals largely in kindling wood. A number of men and teams are kept constantly employed delivering coal and kindling wood in the city and suburbs. The kindling wood is sawed and split, ready for use, and furnished in quantities to suit, either by the box, load, or cord. Mr. Weaver spent most of his life on a farm, his father being at present one of the oldest farmers in Delaware county, and he is well calculated to build up a large trade in any business. His customers are among the best class of people in Chester.

WOOLEN MILLS OF B. GARTSIDE & SONS.

Among the many manufacturing establishments in Chester, none stand higher than the mills of B. Gartside & Sons, devoted to the working of fine wool. The business was first established by Mr. B. Gartside in 1837, forty years ago, on the Wissahickon creek, near Roxborough. The new enterprise rapidly increased, compelling Mr. Gartside's removal, in 1842, to more commodious mills at Darby, this county. In 1852, when the facilities and advantages of Chester as a manufacturing centre, became known, the erection of the mills now occupied by the firm was commenced here.

The Messrs. Gartside devote themselves to the manufacture of woolen jeans of the finest grades, which are sold in Philadelphia and New York by their authorized agents. Their make of jeans is one of the most popular in the market. Brooks, Miller & Co. are their agents in Philadelphia, and Bird & Francis conduct their sales in New York. They now have one of the most complete, as well as one of the largest factories in Chester, or vicinity. It is 98 feet long by 38 feet wide, and four stories in height, filled with the most approved machinery for making the finest woolen jeans. They have four sets of cards, run eighty looms, and give employment to about eighty hands. Their annual production is about 600,000 yards of goods, and the demand is constantly increasing. This is certainly a gratifying feature of this enterprise, and speaks well for the careful management of the energetic proprietors. The factory is located at the foot of Fulton street. The senior member of the firm is still actively connected with all the interests of the house, and his long experience and sound practical business principles, render him invaluable to the successful conduct of the business. This firm admirably illustrates the importance of correct business principles and persevering industry in the conduct of a business of magnitude. From the earliest history of the house, their career has been marked with careful management, unswerving integrity, and unconquerable

energy, and these qualities have earned for them a deserved prosperity, of which they have reason to be proud. Such firms do much to build up the material wealth of a city, and to create for it a valuable reputation abroad.

THE EXTENSIVE ESTABLISHMENT OF D. P. PAISTE.

The well-known house of Mr. D. P. Paiste, forms one of the most prominent features of Chester's mercantile industry, and his name is familiar to every citizen who trades in that enterprising city. The location is at the corner of Fourth and Market, the most eligible part of the city. The business embraces several branches, consisting of wholesale and retail hardware, seeds, household goods, and ship chandler's goods.

The location, Fourth and Market, has been a prominent business stand for a great many years, even when the now thriving city of Chester was but a mere epitome or suggestion of its present self. Mr. Paiste rented the property in 1874, and since he has taken charge of the enterprise, he has added considerably to its importance. He has now an ample and commodious establishment, fronting 20 feet on Market street, and extending back along Fourth street 55 feet. This is at all times stored with a full line of hardware, seeds, household goods, &c. The farmer can purchase his seeds for the field and garden here, feeling sure that he is getting them pure and fresh. In the hardware department is every description of building hardware, carpenters' tools, fire arms, cutlery, &c. The stock in every department of the establishment is complete, and the salesroom is literally crowded with every description of merchandise in the line of the house. This is one secret of the remarkable success and large custom. Mr. Paiste has always on hand everything he pretends to keep, and his extensive trade enables him to sell at the smallest margin.

He does a much larger business than any similar house in Chester, and his establishment is without a superior in Delaware county in the amount and variety of stock carried. The retail trade of the house is principally in Chester and vicinity, but the wholesale trade extends throughout Delaware and neighboring counties. Mr. Paiste is reliable in all his business transactions, and never allows any misrepresentation of goods for the sake of securing a sale. He is a young man of sterling integrity and strict business qualifications, and is deserving of great credit for the energy and enterprise which has characterized his business career in Chester. He has been identified with this special business since boyhood, and formerly carried it on extensively at Mifflin, Pa., before moving to Chester. He attends, personally, to all the details of his large business in Chester, and everything is done by him and his able assistants in the best manner. The better the facilities of such houses as this are known and understood, the more rapid will be their growth. The fine trade which Mr. Paiste has built up, is partially due to his being an attentive business man, but more particularly to the fact that he deals in only the best quality of goods, and never allows an imperfect article to enter his establishment.

LAMOKIN MILLS.

One of the oldest and most prosperous establishments in Chester devoted to the manufacture of cotton and woolen goods, is the subject of this sketch—the Lamokin Mills—situated at Front and Franklin streets, of which Messrs. Lilley & Son are proprietors. These mills were established in 1860, by Jas. Knowles. They were afterwards destroyed by fire, and, after being rebuilt, and passing through the hands of one or two other parties, Mr. John Lilley purchased them, and took possession in 1871. Previous to moving here, Mr. Lilley owned the "Chester City Mill," in South Chester. He retained an interest in the Chester City Mill for some time after moving to his present location, but he finally disposed of this interest and put the capital in the Lamokin mills, enlarging and improving them in various ways. Mr. John Lilley, Jr., was admitted to the business in 1871, at the time of removal, and the firm assumed its present style at that time.

The mill buildings are in the shape of an "L." One part of the main build-

ing is 142 feet deep, and the "L" part 90 feet deep. The mill was increased to more than double its capacity in May, 1875, by a two-story brick addition, 35 by 60 feet. The old part of the mill was but one story in height. The main building has 40 feet front on Front street, and the new addition, which stands some 20 feet back from this again, has 35 feet front on this street. Besides the buildings mentioned, there is the picker-house and storehouse. A great part of the machinery in these mills is new, and of the most improved and latest pattern. Seventy-six looms, four sets of cards, and two self-acting mules, with an eighty horse-power engine, comprise the greater part of the machinery in the mill. To operate these looms and cards, sixty-three hands are constantly employed. The products of the mills are Kentucky Jeans, which, being so generally used, always find a ready sale. The Messrs. Lilley manufacture on an average, about 17,000 yards of these goods per week. These are distributed principally from Philadelphia, through their agents, Meigs, Dale & Co. The mills run steady all the time, and still they are unable to meet the demands made for the goods. The proprietors have in contemplation at an early day the further extension and alteration of the mills, so that their capacity may be increased at least one-third. The senior member of the firm has been connected with the manufacture of cotton goods all his life, and he has raised himself to his present prosperous position simply by his own exertions. He is still actively connected with all the interests of the business, and his long experience and sound practical business principles, render him invaluable to the successful conduct of the business.

CHESTER DOCK MILLS.

Conspicuous among the manufactories of Chester, are the Chester Dock Mills, of which Messrs. Lewis & Parker are proprietors. These mills were established in 1864 by J. W. Lewis, who was sole proprietor of the business until 1867, when M. E. Parker purchased in the manufactory, and the firm assumed its present style. The buildings are comparatively new and built of stone and brick. The main building is three stories in height, and 207 feet long by 54 feet wide. There are also various other out-buildings, covering almost as much ground as is occupied by the main building. The lot on which the mill property stands is 350 by 270 feet. The products of these mills consist of cotton plaids, checks, shirting, and other cotton goods. The amount manufactured annually, exceeds 3,200,000 yards. The principal market is in New York and Philadelphia, where the goods are distributed by jobbers. About two hundred operators are employed by Lewis & Parker, and about two hundred and twenty-six looms are running constantly in the mill. The power is furnished by a two hundred horse-power engine of the Corliss make.

THE MILLS OF GENERAL ROBERT PATTERSON.

By far the most extensive Cotton Mills in Chester, are those owned by Robert Patterson & Co. There are two large factories operated under this firm name in Chester. The oldest established of these factories is located on the south side of Broad street, and is under the superintendence of Mr. James Stephens, a manufacturer of long experience, and a thorough business man. The lot on which this mill is located, measures 263 feet on Broad street, 272 feet on Crosby, and 319½ feet on Larkin street. The mill was formerly owned and operated by James Campbell, at which time it contained 5536 spindles and 161 looms. This property was purchased by General Patterson at Sheriff's sale in May, 1862, and has been operated, since that time, under the superintendence of Mr. Stephens. The old machinery in the mill, has, from time to time, been replaced with new, and is now composed of 21 "Ring" spinning frames, with 3168 spindles, and six self-acting mules, with 3024 spindles, making in all, 6192 spindles, and 46 looms. The present product of the spindles will average 7000 pounds of cotton warps and filling, (cops,) Nos. 18's to 24's per week, and of the looms, 11,500 yards per week of ticking, stripes, muslin, &c. These goods are sold by

commission houses in New York, Philadelphia, and Baltimore, and sent to all parts of the United States and occasionally to South America. The surplus warps and filling (cops) are disposed of principally to weaving establishments in Philadelphia. The motive power of this mill is a Corliss patent steam engine of about one hundred horse-power, with an 18 by 48 inch cylinder. About 600 tons of Anthracite coal are used per annum for fuel. The annual consumption of cotton at this mill, is about 900 bales, or 400,000 pounds.

The other mill, owned by General Patterson in Chester, is located at the corner of Sixth and Penn streets. This mill was erected in 1866, on a lot containing four acres, and is known as the "Patterson Mill." This mill contains 14,088 spindles, the average product of which is 17,000 pounds per week, or 880,000 pounds per annum of cotton warps and filling, (cops,) Nos. 18 to 30's. There are 300 looms, producing 75,000 yards per week, or 3,900,000 yards per annum, of cotton drilling and muslin. These goods are sold in all parts of the United States, and are also exported to a great extent. Besides these two large mills above described, Gen. Patterson has three other mills at Manyunk, and one large mill at Lenni, Delaware county, Penna.

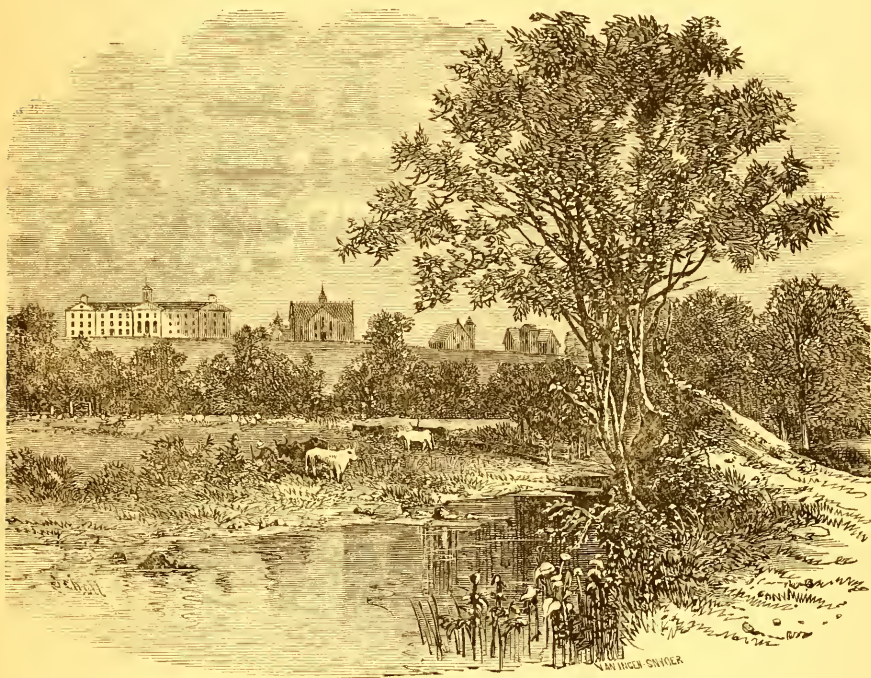
The mills at Manyunk are known as the "Ripka Mills," and were built by Joseph Ripka between the years 1830 and 1836, and passed into Gen. Patterson's possession in 1864. They are designated as mills Nos. 1, 2, and 3. Mill No. 1 contains about 10,000 spindles, and is divided into several sections of carding and spinning, to facilitate the production of the various description of yarns required by the diversity of goods woven in mill No. 2, which is a fine structure, six stories in height, containing 630 looms. The sixth story is devoted to spooling, twisting and bobbin winding. Mill No. 3 contains about 10,000 spindles, and was entirely rebuilt in 1868, and supplied with new machinery. The Lenni mills are situated in the most beautiful section of Delaware county, on Chester creek, at the junction of the West Chester and Baltimore Central Rail Road, eighteen miles from Philadelphia. The water power used for these mills has 22½ feet of head and fall. There is here both a cotton and woolen mill. The cotton mill is driven by a ninety horse-power Risdon turbine of the most improved construction, and the woolen mill by an overshot wheel of about forty horse-power. The production of the cotton mill consists of warps and cops. The mills contain 7130 spindles and 65 looms, which consume about 10,000 pounds of stock per week. The product of the looms embraces cottonades, jeans and mixed goods, at the rate of 11,000 yards per week. These goods are sold in New York, Philadelphia and Baltimore.

The firm of Robert Patterson & Co. has been one of the leading houses in the manufacture of cotton and woolen goods for more than half a century, and during that time they have remained steadfast, enjoying the confidence of all business men. The founder of this immense business, General Robert Patterson, the old soldier and revered citizen, is to-day as active and earnest as when he defended the nation in its second war with the mother country. He left the army in June 1815, just after the declaration of peace, and in July of the same year established his business. As a manufacturer of cotton and woolen goods he is by far the largest in this section of the country, and his name and the fame and reputation of his goods is world-wide.

CROZIER THEOLOGICAL SEMINARY.

This celebrated institution for the education of young men to the ministry, was established in the year 1868. The buildings were first erected by the late John P. Crozier for a Normal School, in 1840. During the war, with loving and patriotic devotion to his country, he gave the building up to the government for a hospital for sick and wounded soldiers. He died in 1866, just after the close of the rebellion, and leaving this institution to his sons, asked them to devote it to some benevolent purpose. They have responded in a munificent manner, by establishing here a school for training and educating young men for the Baptist ministry. The sons, Samuel A., J. Lewis, Geo. K., and Robert H. Crozier, have also added an endowment fund of \$228,000, the whole gift being about \$390,000, and William Bucknell, Esq., one of the Crozier family, has since given \$25,000 as a library fund.

The Seminary buildings are situated on a gentle eminence, about half-a-mile from the depot. The approach from Chester for the pedestrian, along the shrub, vine, and tree-clad banks of Chester creek, into and across the wide lawn, is a delightful walk. The main building is four stories in height, and affords accommodations for one hundred students. It is commodious throughout, and contains all modern conveniences. The lawn is beautifully laid out, and contains trees and flowers in endless variety. On the grounds adjacent to the Seminary building, are the houses of the professors, a church, a library building, and lecture halls.



CROZIER THEOLOGICAL INSTITUTE.

The school has been eminently successful, and since first established the number of students have been annually increasing; at the present time it has nearly as many as can be accommodated conveniently. Almost every State in the Union is represented on its list of students. The training received here is excellent, and none but the most learned and competent instructors are engaged.

There is no better location in the country for an institution of this kind than the suburbs of Chester. The scenery in the vicinity presents in variety and character much to please the eye; the atmosphere is pure, and the place is highly conducive to good health. It will thus be seen that Crozier Seminary has all the attractions, without the objectionable features of a similar institution in a large city; the quiet repose and healthfulness which are so essential to a student's life, and which are found in a country town or village, rather than in a crowded metropolis, are singularly characteristic of Chester.

MORTON, BLACK & BROTHER.

Among the most important operations in the lumber business, are those which are carried on in the sash and planing mills. Many improvements have

been made within the past few years in the machinery in this line of business, and the work now done is executed in the most expeditious manner. One of the most complete establishments of this kind is located in Chester, at Chester Dock, of which Messrs. Morton, Black & Brother are proprietors. The steam, saw and planing mills located here are very extensive, and were established in 1865 by Messrs. C. P. Morton and J. Frank Black, under the style of Morton & Black. In 1867 Mr. H. B. Black was admitted to the firm, and the present firm name was assumed, Morton, Black & Brother. Mr. Morton died in 1871, but the firm name still remains unchanged, the estate of C. P. Morton, deceased, still retaining an interest in the business.

The yards and wharves of this firm are the most extensive of any similar establishment of the kind within the vicinity of Chester or Philadelphia. There is a wharfage of over 500 feet, including a dock 70 feet in width by 450 feet in length. Immediately on the Delaware river and near two great lines of rail road, the factory of Messrs. Morton, Black & Bro. may be said to have unbroken connection with all points of the timber producing countries, and is equally accessible to the marts for the same. The superior facilities of this firm enables them to do an extensive trade, and their sales aggregate over \$200,000 annually.

The mill is a large two-story building replete with the newest and most improved machinery, and is furnished with all the tools and appliances requisite to a first-class steam saw and planing mill. The machinery is driven by an eighty horse-power engine, which does the work effectively. A large amount of lumber is kept constantly on hand, which is thoroughly dried and seasoned before being used, in the drying rooms of the factory. Hemlock from up the Delaware, pine from Carolina, Georgia and Florida, by the side of Pennsylvania white pine, together with material for ship builders, can be seen plentifully piled about the mill, whilst the ceaseless hum of machinery denotes the source in which the rough timber is prepared for use. From thirty to forty men are employed, and the trade, which is rapidly increasing each year, extends throughout Delaware county, in the States of Delaware and Maryland, and all along the route of the Philadelphia, Wilmington and Baltimore Rail Road. The manufactures consist of sash, doors, blinds, door and window frame mouldings, both pine and walnut, flooring, siding, packing boxes, &c. They also do scroll-sawing and wood-turning, and keep in stock house carpenters' and builders' materials, and almost everything that is needed in building or general decoration in wood work, if not on hand will be furnished to order with dispatch at this establishment. In the manufacture of these articles, Messrs. Morton, Black & Brother are able to compete with any similar establishment in Pennsylvania. The Messrs. Black are well and favorably known throughout Delaware county, and have rapidly built up an extensive trade. They are public spirited gentlemen and enter heartily into any project that will promote the welfare and interest of the city in which they live. They have had many years experience in the business in which they are engaged, and take an active part in superintending the details of the same. Mr. H. B. Black is also sole owner of the Chester Edge Tool Works, where the well-known "Beatty & Son" tools are made. A description of these works is given on another page. It is to such men as the Messrs. Black that Chester owes her reputation as a manufacturing city.

THE CHESTER EDGE TOOL WORKS.

These works may be said to be the offspring of the oldest establishment of the kind on this side of the Atlantic. Wm. Beatty & Son commenced the manufacture of edge tools in this country in 1806, locating their works in Delaware county, about three miles from Chester. Beginning in an humble way, at that time young and enterprising, they, by the force of skill and the employment of the best artizans, soon took a leading part, establishing the fact that as good an article could be produced in America as in England. Still pursuing the same course, continually adding important improvements, they made their reputation a national one, and for the last sixty years the old familiar imprint

of "Wm. Beatty & Son," on a hatchet, axe, or other tool, has been considered a test of superiority from one end of the country to the other.

In the year 1871, Mr. John C. Beatty, the only surviving member of the original firm, vacated his former quarters, and selected a site for new buildings in Chester. Here he erected extensive works for the prosecution of a more extended business. These comprised tool mills, grinding and polishing mills, forge and welding shops, and all other necessary buildings. These works were continued here under the old established name of "The Chester Edge Tool Works." Mr. Beatty continued as proprietor of the works until April, 1875, when his interest in the establishment was purchased by Mr. Harry B. Black, a member of the firm of Morton, Black & Bros., since which time valuable improvements have been made in the works. A forty horse-power engine runs the mill, which is completely stocked with the most efficient trip hammers, grinding and polishing anvils, and, in fact, all the peculiar machinery and appliances for this branch of trade. The location of the mills is excellent, being on the line of the Reading Rail Road, and near the Delaware river, where the materials, iron, coal, &c., can be brought direct to the doors of the works, either by rail or water.

The high standard of the articles manufactured is fully guaranteed. These consist of house and ship carpenters' tools, coopers' and butchers' edge tools, and particular attention is given to the manufacture of rail road tools, and butchers' cleavers and choppers. These are made from the best brands of Norway iron and extra refined English cast steel. It is useless to say that their reputation has been gained and maintained on the ground of superior material, temper, and finish. It is these qualities that distinguish them from the inferior make of tools with which the market is flooded. The "Wm. Beatty & Son's" goods have borne the test of seventy years, against foreign competition and home prejudice, until the superiority of their make has become so apparent, that if it is now denied at all, it is simply the result of envy on the part of unscrupulous and less enterprising manufacturers.

The works are under the immediate superintendence of Mr. John C. Beatty, the only surviving partner of the original firm of Wm. Beatty & Son. With increased capital and improved machinery and facilities Mr. Black will not only keep the tools up to the old standard, but if it is possible in any manner to improve them, in either shape, material, temper or finish, the public may rest assured it will be done. So confident is he of the merits of the tools made at these works that he gives the following warranty, and pledges himself to adhere to it under all circumstances: "If a tool stamped 'Wm. Beatty & Son, Chester, Pa.,' proves soft so as to bend on the edge, and is returned to the merchant who retailed it, within thirty days after purchase, a new one will be given in exchange." This warranty extends to all tools made at the works, and although countless numbers of these are in actual use and immense quantities sold annually, yet the cases are rare indeed where imperfections of this character are found.

CARRIAGE FACTORY OF WOLFENDEN EVANS & CO.

The almost universal demand for popular light vehicles has stimulated the industry which supplied it, and made carriage making one of our leading manufacturing industries. Chester has several establishments in this line, the oldest established being that of Messrs. Wolfenden Evans & Co., located at Fifth and Welsh streets. This is a very old stand, and was first established about the year 1855, by a Mr. Taylor, who carried on the carriage making business in Chester for a number of years. It afterwards passed into the hands of I. P. Branin, who sold the property to Wm. Holdsworth. Near the close of last year, 1876, the present firm purchased the property from the assignees of Mr. Holdsworth. The new firm is composed of energetic young men, who are abundantly able to make the business a success. Mr. Wolfenden Evans is a native of England, though he has lived in Chester for a number of years past. The other partner, Mr. Charles Evans, was formerly a resident of Wilmington, where he learned and worked at the carriage making business before coming

here. Both the partners are practical mechanics, and have mastered the business under the best advantages. Already they have built up a good local trade, which is constantly increasing. The manufactory is a two-story frame building. The different departments are so arranged as to most commodiously work together, and they contain every modern improvement and possible convenience. In the walerooms the Messrs. Evans keep a number of finished vehicles on hand. In these, beauty, elegance and strength are admirably combined. They are certainly very attractive, and would be conspicuous objects on any of Chester's thoroughfares. All kinds of carriages and wagons are made to order, and the capacity of the works is about one hundred finished vehicles annually. The Messrs. Evans make a specialty of fine, light falling-top buggies and family rockaways. These finely finished and elegant little family coaches are seen on the streets of Chester almost every fine day. They may be supposed to cost a great deal of money, and in some of the larger cities they do, but the Messrs. Evans build them and sell them at a price which places them within the reach of families who are able to own carriages at all. They manufacture any style at short notice, and in finish and attractiveness they cannot be excelled by any other maker. The enterprise and push of these young men deserves the patronage of every citizen of Delaware county who contemplates the purchase of a vehicle for himself and family.

POWHATTAN MILLS.

The Powhattan Mills, situated at the village of Powhattan, in the suburbs of Chester, are owned by Messrs. Shaw & Esrey, and were first established in 1866. The firm own two mills in this locality and are now building a third one on the Upland road. No. 1 mill was built in 1866 and No. 2 in 1871. Both mills give employment to about two hundred hands. No. 1 is 209 feet long by 55 feet wide, and three stories in height. No. 2 mill is 115 feet long by 55 feet wide and three stories high. No. 1 runs 2100 spindles and No. 2 2466 spindles; there are 236 looms in both mills. The machinery in both mills is run by steam with an eighty horse-power engine in each one. The products of the mills are principally cassimeres, jeans and doeskins, which being used for clothing by the masses of the people, find a ready sale. Of these and other cotton and woolen goods they make over 2,000,000 yards annually, and when the third mill is completed they will have a capacity of about 3,000,000 yards annually.

The new mill which will be completed about the first of September of the current year will be three stories high, and the full length of the improvement will be 247 feet. The main building will be 157 by 55 feet; the engine, dye, boiler, dry, and store-houses together, are 90 feet long and 55 wide, and one story and eighteen feet high. The mill will be built entirely of stone, quarried from the site. The wood-work will be of yellow pine, from the lumber yard of J. & C. D. Pennell, in Chester. The picker room will be 50 by 40 feet, 16 feet high, and will have iron girders and beams, and be arched with brick. It will have a flag floor, and will be as near fire-proof as stone and iron can make it. An eighty horse-power Corliss engine, made by Robert Wetherill & Co., Chester, will run the machinery. The different departments will be all connected, and built in the most substantial manner. The machinery will be entirely new, and of the most improved American and English makes and pattern.

Few cotton and woolen manufactories in Chester have been as successful as that of Messrs. Shaw & Esrey. It is less than twelve years since they first came to Chester, and commenced to manufacture in a moderate way. Now a little village has grown up about their mills and their business has been constantly on the increase every year, compelling them to extend and double the capacity of their works twice since first starting here. With the new mill in operation, they will be the most extensive cotton and woolen manufacturers in Chester. They sell their goods through agents in Philadelphia and New York, their trade covering almost every section of country. The products of the mills have, in twelve years, gained a reputation and celebrity in the commercial community equal to that enjoyed by establishments which have been man-

ufacturing for half a century. The individual members of the firm are Hugh Shaw and D. Reese Esrey. Their extensive operations have contributed greatly to the growth of Chester, and they are gentlemen who are highly esteemed and respected by all good citizens.

DELAWARE RIVER IRON SHIP-BUILDING AND ENGINE WORKS--JOHN ROACH & SONS, Proprietors.

These works constitute the most important industry in Chester, and are probably not exceeded in extent and importance by any other similar works on the Western Continent. The head and front of this great establishment is Mr. John Roach, whose sagacity, skill and energy have become world renowned, and whose noble example has acted on the American people like an inspiration.

Although frequent reference has been made to these extensive works by the press, and other publications, their capacity, importance, and great value to the country at large, are not fully appreciated. They are too often considered a mere local enterprise, while in reality they are truly national in their influence, and are in every way worthy of the name they have acquired of being the most complete, extensive and efficient ship-yards this side of the Atlantic, and in many respects unequalled in the old world.



DELAWARE RIVER IRON SHIP-BUILDING AND ENGINE WORKS.

The history of these works is easily written, and dates back only to the year 1871. Mr. Roach was a ship-builder in New York, and proprietor of the well-known Morgan Iron Works of that city, where engines, boilers and machinery of all kinds are made. Having extraordinary business capacity and being eminently self-reliant he conceived the idea of greatly extending his operations; and in looking about for a suitable location he selected the ship-yard at Chester, which at that time covered about twenty-three acres with a river front on the Delaware of about 1,200 feet. This large establishment Mr. Roach purchased and took possession of in 1871. In February of the following year an organization was incorporated under the title which it now bears. The company was organized with Mr. John Roach as President, Mr. John B. Roach as Secretary, and Mr. William Parker, of New York, as Treasurer.

From that time forward the progress made has been almost marvelous. The area of the yards has been largely increased and the river front to nearly

half-a-mile, while buildings have been erected, until there is a large settlement in appearance, consisting of machine shop, foundry, two blacksmith shops, boiler shop, sheet-iron shop, copper shop, grinding shop, joiner shop, mould loft, boat yard shops, &c., all on a very extensive scale with all the latest improvements in appliances and machinery. The works when in full blast give employment to about 2000 men, making a weekly pay-roll of \$20,000.

There has been built at these works, next to the Great Eastern, the largest steamships afloat. The "City of Peking," and the "Tokio," two steamships built for the Pacific Mail Steamship Company, New York, have been regarded as the best ships on the ocean, and are now running between San Francisco and China and Japan. They have also built seven smaller steamships for the same Company. Since 1872, when they began to build iron ships, they have built 33 iron steamers, (counting those now under contract,) having a total tonnage of 68,150; of this tonnage 32,500 being now engaged in the foreign trade, and some of it subsidized by the British Government, after the refusal of a subsidy by our own. Engines have been built for these vessels with an indicated horse-power of 44,920, and other engines for hulls constructed at other yards, having an indicated horse-power of 25,260. As will be seen by the important table published with this article, the large sum of \$14,890,000 has been, (or will have been by September 1st, 1877,) paid out by the firm for the materials and labor of the country.

During the past winter Mr. Roach commenced two vessels on his own account, in order to keep the hands employed. This act was highly commended by all right-minded people, and it prevented a great deal of suffering among the working class of people, who would have been thrown out of employment had the works temporarily suspended. It is a cheering sight to witness the high activity of these colossal works at a time when there is such a general complaint of dull times.

The office of this large establishment, where it may be said the thinking is done and the plans laid, is a neat, three-story building, located at Front and River streets. It is occupied by the officers, accountants, and draughtsmen. There are kept employed here a number of draughtsmen and designers. These men put upon paper every portion of a vessel, and the plans thus drawn are the guides for the workmen. This is a very important branch of the work, for a mistake made here is disastrous, and none, therefore, but the most competent men are employed. There are also a number of clerks and book-keepers employed here, and the utmost system has been adopted in every department. In fact it is only by careful attention to details, that Mr. Roach has been able to bring these complicated operations to a financial success, which has justly given him such distinction throughout the world.

The carefully prepared table given below, shows the amount of material of all kinds consumed, and the amount of money paid out therefore, and for wages for the construction of iron ships and marine engines, at the ship-yards of Messrs. John Roach & Sons, at Chester and New York, during the five years in which ship-building has been carried on by this firm. The statement covers not only the five years ending January 1st, 1877, but the materials to be consumed and the amounts to be paid out during the present year, under contracts which must be completed by September 1st, 1877. The table shows the variety of trades to which iron ship-building gives employment, and it will disclose the secret of the immense profitableness to a country of this important industry. Bear in mind, in glancing over the figures, that of the \$14,890,000, not over \$1,000,000 of it was paid for crude materials. The wood, the metals, cotton, hemp, etc., cost only about 5 per cent. of the whole; all the rest was for skilled labor, and from this some idea may be formed, not only of the national importance of these works, but their effect and importance to the growth and prosperity of Chester. The table is as follows:

MATERIALS.

MATERIALS.	—1872.—		—1873.—		—1874.—		—1875.—		—1876.—		Estimated to finish work under contract, to be completed after Sept. 1, 1877.	—TOTAL.—	
	Quant'y	Value.	Quant'y.	Value.	Quant'y.	Value.	Quant'y.	Value.	Quant'y.	Value.		Quant'y.	Value.
Plate iron, lb.	5,821,770	819,087	13,678,722	691,150	10,620,173	545,316	13,309,357	618,635	6,402,012	220,608	8,537,542	228,385	58,538,565
Angle iron, lb.	1,611,563	71,062	2,913,410	136,580	2,511,830	116,435	4,069,382	1,550,070	1,651,765	55,990	2,153,576	68,818	13,024,734
Deck beams, lb.	517,474	27,068	1,068,475	58,898	681,010	36,751	1,193,422	57,755	417,124	16,716	705,824	22,988	4,583,829
Rivets, lb.	461,821	84,270	725,594	30,501	682,621	183,670	1,089,670	57,161	420,330	20,805	681,800	27,762	3,914,386
Bar iron and forgings, tons	772	88,719	2,188	216,430	1,159	106,728	1,776	101,292	1,103	67,396	67,834	67,834	17,931
Pig iron, tons	2,737	122,101	3,233	135,777	2,122	77,223	1,776	56,472	1,192	7,160	1,516	31,618	12,551
Steel, lb.	19,972	2,398	43,464	7,675	38,304	6,285	11,155	2,117	5,812	831	7,160	2,074	125,887
Ingot copper, lb.	89,651	34,205	265,528	74,293	273,682	66,847	22,457	50,520	70,836	14,467	103,950	20,824	1,028,476
Sheet copper and sheet brass, lb.	49,230	17,009	102,525	38,459	70,944	22,702	66,139	20,921	43,673	14,801	69,575	22,264	402,095
Tin, lb.	11,016	4,921	22,152	8,621	26,653	7,047	18,401	4,515	7,939	1,654	9,640	1,735	99,801
Spelter, lb.	18,707	1,693	21,086	37,044	69,696	23,065	16,806	26,062	29,485	8,863	13,640	992	99,484
Brass tubes and condenser tubes, lb.	25,066	11,563	89,610	30,674	69,696	13,726	77,133	20,707	3,545	270	56,123	17,081	347,745
Iron boiler tubes	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brass boiler tubes	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Paints	2,028,290	88,380	3,764,730	168,005	1,904,768	10,498	14,405	135,274	1,488,870	15,437	13,457	34,660	109,990
Lumber, feet	.....	10,875	.....	16,233	.....	25,174	.....	19,158	.....	7,598	.....	14,137	618,853
Files, hardware, bolts and nuts, rubber, oil, waste, &c., &c.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39,144
Steam pumps	.....	18,536	.....	37,424	.....	24,489	.....	36,488	.....	16,012	.....	21,684	154,630
Windlasses	.....	4,107	.....	10,700	.....	14,600	.....	9,064	.....	2,700	.....	5,200	46,877
Boats	.....	2,823	.....	10,145	.....	10,182	.....	8,534	.....	2,250	.....	10,800	44,738
Wire rope	.....	1,681	.....	5,892	.....	9,440	.....	5,699	.....	1,050	.....	6,245	1,583,629
Manilla rope	.....	3,707	.....	5,269	.....	12,654	.....	6,377	.....	1,046	.....	4,635	33,590
Sails	.....	6,547	.....	5,820	.....	8,373	.....	8,144	.....	1,824	.....	9,643	39,653
Tackle blocks	.....	1,107	.....	3,187	.....	5,820	.....	826	.....	960	.....	7,890	25,222
Steam and gas pipe and fittings	.....	1,754	.....	3,187	.....	6,730	.....	1,416	.....	678	.....	3,027	17,812
Anchor and chains, lb.	.....	8,234	.....	18,346	.....	15,490	.....	8,392	.....	6,328	.....	6,176	62,088
Coal, tons	.....	30,753	.....	12,189	.....	15,390	.....	1,292	.....	7,121	.....	11,175	43,911
Lead	.....	7,819	.....	47,612	.....	53,468	.....	40,722	.....	249,754	.....	18,906	224,400
Improvement and increasing ship-yard facilities and construction of rolling-mill	.....	8,616	.....	15,982	.....	9,816	.....	7,475	.....	5,200	.....	4,872	36,355
Standards, lamps, compasses, hose, glass, wages, capstans, bell hanging, &c.	.....	3,491	.....	5,528	.....	9,318	.....	8,878	.....	1,400	.....	10,850	65,225
Total	2,062,917	3,888,244	3,691,980	2,716,724	1,391,980	2,716,724	1,391,980	2,716,724	1,391,980	2,716,724	1,391,980	2,716,724	14,800,147
49. G.]													

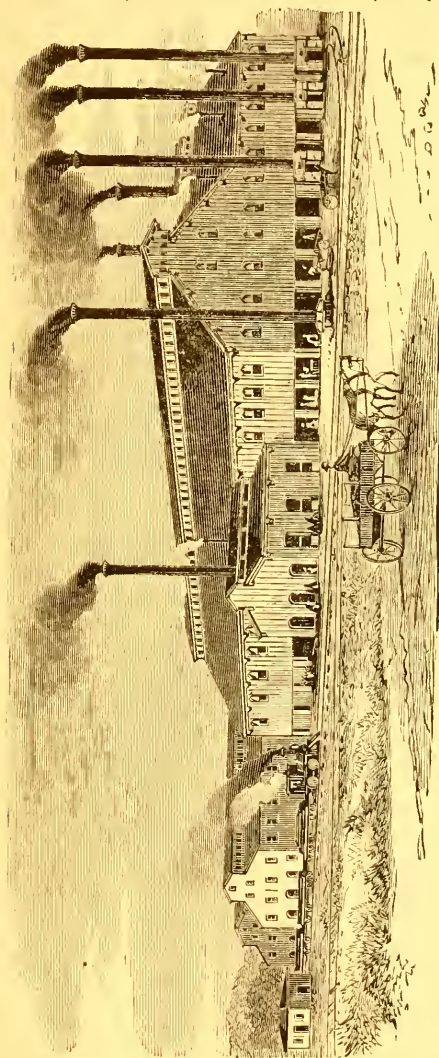
Iron ship-building is one of the most profitable industries in the world. There is a fortune in it for the builder who understands his business, and has organized it properly, and it is a lucrative thing for the people among whom it is carried on. It puts immense sums of money into circulation—very much larger than people are generally aware—and it gives employment to more trades than any other industry. Its benefits to a people continue after the expenditure of money for labor and materials. A ship once set afloat upon the waters and actively employed in commerce, gives continual occupation to labor on land and sea. Repairs and supplies are continually called for by it, and an amount of money equal to 50 per cent. of its cost, (if it is a steamship, and 30 per cent. if it is a sailer,) is expended upon it and by it, annually, during the whole of its active existence. It has to be replaced, too, in time, so that when once set going in a good trade, the employment it gives to labor and capital is permanent. The business of building iron ships is a matter entirely distinct from that of working them. The latter pays well in a good trade. Nearly all the splendid steamships plying between this country and Europe, and up and down our coast, have been built out of the profits of the companies owning them. There are periods, no doubt, when the business of navigation does not pay, and great losses are entailed on the owners of ships. Whether commerce pays or not, it always pays to build ships, steamers, and sailers, of wood as well as of iron, eventually; if not for own trade it will do so for other nations, and it is a thing of direct national importance to have the art carried on upon as large a scale as possible within our borders.

CHESTER ROLLING MILLS.

These mills are among the largest and most prominent of Chester's recent improvements. They were established in the year 1874, when the buildings were first commenced, and are owned and operated by a stock company, regularly incorporated under the General Manufacturing Laws of the State. The entire premises embrace about 30 acres, and were purchased from a Mr. McDaniels, of Philadelphia. The main building is 185 by 100 feet in dimensions, to which is attached two wings, one of which is 93 by 72, and the other 52 by 45 feet. There is also a large blacksmith shop and engine house attached to the mills proper. The buildings are all frame, substantially constructed of first-class materials, and painted a dark brown color. The location is the site of the old works of the Bessemer Steel Company.

The motive power for driving the machinery consists of two magnificent Corliss steam engines, and five smaller ones. The largest of the Corliss engines is 30 by 72 feet, and has a fly-wheel of 98,000 pounds weight and thirty feet in diameter. This engine is used for running plate trains of rolls, of which there are three, and the largest of which rolls a plate 108 inches in width. The other Corliss engine is 26 by 48 feet, with a fly-wheel of 50,000 pounds weight and 24 feet in diameter. This engine is used for driving a puddle train. The five smaller engines are used for driving immense shears of various sizes, which are used for cutting and trimming plates of rolled iron. By this admirable system, each piece of machinery in the mills is run by a separate engine. There are also in the mills eight large puddling furnaces, and a four ton steam hammer. The iron is heated by gas, the process being a new invention, consisting of Siemens's Patent Furnace. These are the first and only mills in the United States that have adopted this method for heating iron plate, although it has been very successfully used in Pittsburg for heating beams, and in other sections of the country for heating steel. It has also been adopted with great success in Europe. A much better and more uniform heat is obtained than by the old style furnaces, and, consequently, the iron manufactured is far superior. The Chester Rolling Mills have two of them, and the results already obtained are very flattering. The manufactures of the mills consist of boiler plates, tank-iron and ship plates, the greater bulk of which is used in the construction of ships at the ship-yards of Mr. Roach, at Chester, although the company frequently fill orders from other sections of the country.

The Company first commenced operations on the first of July, 1875, and since that time they have been running steady, employing over 150 hands, and turning



CHESTER ROLLING MILLS.

out about forty tons of iron per day, the capacity of the mills enabling them to sometimes manufacture an amount exceeding that quantity. The works have a large frontage on the Delaware river, with substantial wharfs for loading and unloading vessels. The Reading Rail Road tracks pass along one side of the premises, and sidings from both that and the Philadelphia, Wilmington & Baltimore Rail Road run into the works. These facilities for transportation are rarely ever possessed by any similar enterprise, and they afford the Company unusual advantages, and enable them to conduct their operations with great expedition. A neat and commodious office is to be found at the works, with telegraph office and other conveniences, which still further aids the Company in transacting business with promptness and dispatch.

The President of the Company is Mr. John Roach, a sketch of whose extensive ship-yards is given elsewhere. Mr. Roach is generally known throughout the country as a gentleman of great ability, sterling integrity, and a promoter of enterprise and progress in American ship-building and manufactures. Mr. D. F. Houston, a gentleman educated in the iron manufacturing business, is the Secretary of the Company, and devotes his entire time to its service. Mr.

Charles B. Houston is Treasurer and manager of these extensive rolling mills. He was formerly connected with the Paxton Iron Works of Harrisburg, Pa., and has had long practical experience in the iron industry. He was selected by Mr. Roach for the responsible position, the duties of which he now so very efficiently discharges, in consequence of his great administrative ability, strict integrity, and the excellent management which he always exercises in the conduct of enterprises of this character. In conclusion, we may state that the productions of the Chester Rolling Mills are very essential, and of great value

to the ship-building interests of the place, the proprietors of that industry having heretofore been obliged to import largely of these materials from other sections of the country at greater cost.

EDDYSTONE PRINT WORKS.

These works are located at Eddystone station, just below Chester, and were erected here in 1874 and 1875. The proprietors are Messrs. William Simpson & Sons, who removed here from the Falls of Schuylkill, above Philadelphia. The new works are built on an extensive scale and cover, altogether, about twenty-nine acres, and give employment to over six hundred hands. The buildings are built of brick and number about twenty, all told. The products are print calicoes, and the sales exceed \$1,500,000 annually.

Eddystone is the title of the print of the firm, named after the far-famed Eddystone light-house. The machinery in the works is almost entirely new, and is kept in running order by the firm themselves, they having their own machine shops and mechanics on the grounds. A thriving neighborhood has grown up about the works, and the inhabitants are generally industrious, most of whom are employed by the Messrs. Simpson. This establishment has added largely to Chester as a manufacturing center, and it will be seen that a large number of the citizens of Chester derive their support from it entirely.

BUSINESS HOUSE OF LEWIS M. LARKIN.

The extensive business house of Mr. Lewis M. Larkin, in Chester, is located at the corner of Broad and Upland streets. The business carried on here embraces several branches, consisting of dry goods, notions, trimmings, hardware, queensware, earthenware, groceries, teas, wines and liquors. The establishment is well arranged and commodious, and the stock is large and valuable. It is three stories in height. The lower floor is devoted to the salesroom, and the basement and upper floors are devoted to storing the various kinds of merchandise. Mr. Larkin has a splendid local trade, embracing the greater part of the wealthy families of Chester and vicinity.

The business was established by the present proprietor about the year 1866. The volume of trade compares favorably with that of houses in Philadelphia, and there seems to be no limit to the extent to which it may be enlarged. The extensive trade is largely due to the ability of the house to compete in price with the most favored, and to the complete assortment of goods always kept in stock. Mr. Larkin is eminently a practical, thorough-going business man, and is thoroughly familiar with every branch of the business in which he is engaged. He is quite popular in Chester, and has a wide circle of friends throughout the county, who esteem him highly for the energy and enterprise he has shown in building up his extensive business.

MORRIS HOUSE.

This hotel is on Third street, below Market, and is the leading hotel in Chester, and among the successful business enterprises of the place deserves more than a passing notice on these pages. Mr. Benjamin Morris, the proprietor, erected the Morris House in 1875. It has supplied a want long felt in Chester, as previously the city was without a really first-class hotel.

The building is a three-story brick structure, with a very attractive exterior, and affords accommodations for nearly one hundred guests. The parlors are on the second floor, and are elegantly furnished and easy of access. The entrance for ladies to the reception parlor is on Third street. The sleeping departments are well ventilated, and the whole house is kept in admirable order. The dining rooms and restaurant are on the first floor, and the inner man can be refreshed without taking many weary steps. The bill of fare is excellent, and the epicurean features of the house are among its principal attractions. All the luxuries of the season are served in the best style and at moderate prices. The sample department is a perfect specimen of good taste, order, and adaptation of means to end. It is stocked with the wealth of the flushing vineyards

of France, and its liquors selected from the choicest stocks by the most experienced judges. There is a billiard room connected with the hotel containing two Collender tables. The location of the Morris House is very convenient, and is the best in the city.

Mr. Morris is a native of Chester, and he has had a long experience in the hotel business. He is too well versed in a management of this nature to forget the necessities attending a hotel, and his career as proprietor of the Morris House will no doubt be a prosperous one. He is progressive and fully up to the times, and it is through his excellent management that the Morris House has become so popular with the best class of citizens.

BANKING HOUSE OF SAMUEL A. DYER.

Within the last decade numerous private banking houses have sprung into existence all over the country, and their establishment in towns and cities, heretofore destitute of the unequalled advantages which they offer, has been of incalculable value to the business interests of the nation. As in every other branch of business there have been failures as well as successes, but the benefits accruing from the latter have been incomparably greater than the former. A leading house in this branch of business is the Banking House of Mr. Samuel A. Dyer, in Chester, located at 9 West Third Street. Mr. Dyer established himself in the banking business here in the year 1869, at which time he erected the splendid building now occupied by him. It is built of beautiful grey stone, and contains every convenience and facility for carrying on the business successfully. The lower floor is occupied by the bank, and the upper floor is divided into offices for lawyers and professional men. The different apartments have plenty of light and the ceilings are unusually high, thus affording plenty of ventilation.

Mr. Dyer conducts the banking business here in all its various branches, and advances money on Delaware county real estate. Deposits are received, subject to check, and interest is paid on the same by special agreement, when left for a specified time. He has always on hand city and county bonds paying from 7 to 10 per cent. interest. Although comparatively of recent origin the house of Samuel A. Dyer stands prominently forth in the front rank of the business circles of Chester, and the business done compares favorably with any other house in the same line in Delaware or Chester counties. The proprietor is thoroughly familiar with every point and detail of the business, and everything is done by him in an honorable and business-like manner. He is likewise a gentleman of sterling integrity and strict business qualifications, and is exceedingly popular with the best class of citizens in Chester. By energy and strict attention, Mr. Dyer has built up a reputation which reflects credit not only upon himself but also on the business which he represents.

HARDWARE AND AGRICULTURAL IMPLEMENT AND SEED WAREHOUSE OF H. B. TAYLOR.

This establishment forms one of the most important business enterprises of Chester, and was established about the year 1858. The warehouse is located at No. 103 West Third St., and is the largest of its kind in Delaware county. Mr. Taylor does a large business in the sale of agricultural implements, and keeps all kinds which are required to meet the practical wants of farmers and gardeners. Standard articles of the most superior manufacture and of the latest and most excellent invention are only kept on hand and sold by this house. Among the machines kept in stock is the Philadelphia Lawn Mower. This machine is very complete, and admirably constructed upon the most simple as well as scientific principles, and its great superiority and popularity is attested in the strongest manner by the universal use of them throughout the country. Mr. Taylor also deals in patent horse rakes, plows, and cultivators of different kinds, horticultural tools, fertilizers, seeds, &c. His stock of farm and garden seeds is from the well-known seed house of H. S. Dreer, and are sold at the same prices here for which they can be obtained at

the wholesale house. The farmer can purchase his seeds here feeling assured that he is getting them pure and fresh.

The line of hardware, which is one of the specialties of the house, embraces building hardware of every description, locks, bolts, hinges, latches, door knobs, door bells, escutcheons, etc., in quantities sufficient to stock several ordinary stores. The stock is very large, every corner of the establishment being literally crowded with every description of merchandise in the line of the house. They make it a point to keep the best of everything, and every article sold can be depended upon as being fully up to the standard. The trade of the house is both wholesale and retail, and extends to almost every portion of Delaware county, and to some parts of Chester county, and even to the States of Delaware and Maryland. Mr. Taylor is one of Chester's most honored citizens, as well as a wide-awake, successful and energetic business man. He has a wide acquaintance, and is at present occupying the responsible position of County Treasurer, to which he was elected by a large majority of the voters of Delaware county.

NEW LUMBER AND COAL YARD IN CHESTER.

The latest enterprise in the business circles of Chester is the establishment of a new lumber and coal yard on Edgmont Avenue, near the P. W. & B. R. R. Depot, by Mr. Frank K. McCollum. This is an old stand, however, and was formerly occupied by Mr. D. S. Bunting, whose extensive stock was entirely burned out in November, 1876. Mr. McCollum took possession of the yard here about the first of May of the current year, and he has put in a large stock of the finest building lumber, well seasoned, and arranged in the yard in convenient style, ready for delivery. His stock of coal is doubtless one of the best in the city, and it cannot fail to give the utmost satisfaction to housekeepers and other consumers. He claims to sell this superior grade of family coal at prices equal to that asked for an inferior article. Besides coal and lumber, Mr. McCollum deals largely in lime, sand, hair, plaster, cement, etc., and from such a large and varied stock, the farmer and builder cannot fail to have their every want supplied. The yard is large and commodious, and has every convenience for conducting the business on an extensive scale. The coal and lumber is brought to the place by rafts and barges and unloaded at the wharves of the yard on Chester Creek.

Mr. McCollum is not by any means a novice in the business in which he has recently entered, but on the contrary, has had a long experience in the same, and for a number of years was book-keeper and salesman for Mr. Bunting in this yard. He afterwards accepted a position in the Delaware County National Bank of Chester, which he held up to the time of commencing business here on his own account. He is a young man of excellent business qualifications, full of pluck and energy, and well calculated to make any enterprise a success.

CARRIAGE MANUFACTORY OF I. P. BRANIN.

There are more carriages, buggies and light wagons in use among the American people, in proportion to the number of inhabitants, than in any country in the world. This fact has given a great impetus to the manufacture of all kinds of vehicles, and stimulated our inventors and mechanics to excel in this department of industry. The most prominent establishment in this line of business in Chester, is that of Mr. I. P. Branin, located on Sixth street, facing the rail road, near the depot. Mr. Branin has been engaged in the carriage-making business for more than twenty years, and for five years he occupied the old stand at the corner of Fifth and Welsh streets. At the expiration of his lease he bought the property at the corner of Sixth and Pine streets, city of Chester, and removed thereto. The present building is a brick edifice, 40 by 65 feet, two stories high, the first floor of which is used for an office, repository, wood workmen and blacksmiths. The second story is used as a painting and trimming department. Mr. Branin has also the contract given out for a

repository adjoining his building, 40 by 80 feet, two stories high, which, when completed, will make one of the finest show rooms in the county.

Mr. Branin commenced in a modest way and has been eminently successful in the business in which he has been engaged. He has for a long time been the leading manufacturer in Delaware county, and has secured an excellent patronage throughout Pennsylvania, Delaware and adjoining States. He manufactures all kinds of carriages, phaetons, buggies, spring wagons, &c., and makes a specialty of family carriages and falling-top buggies. The carriage repository contains some fine specimens of his work, which in style and finish would satisfy the most critical taste. He also deals in second-handed carriages, which he sells at very moderate prices, and attends to all kinds of repairing. A number of competent workmen are constantly employed, and all work emanating from the establishment is fully warranted. The capacity of the works is about one hundred and twenty finished carriages annually.

The material is carefully stored, for seasoning, under cover on the grounds, and none but the most perfectly seasoned and choice lumber is used, and great pains are taken to turn out the best vehicles that can possibly be made. Mr. Branin is well-known throughout Delaware county as a prompt and straight-forward business man, and is one of the most honored and highly respected citizens of Chester.

THE DELAWARE COUNTY REPUBLICAN.

This paper is the oldest, and has always been the leading weekly paper in Chester, and has a large established circulation in the city and throughout Delaware county. The *Republican* was first started in the year 1833 by its present editor and proprietor, Mr. Y. S. Walter. It was at that time less than half its present size, and Chester was then a small town with a few hundred inhabitants. The paper was for a long time printed in a building at the corner of Third and Market streets, but the increase of business demanded larger quarters, and in 1875 Mr. Walter erected a large three-story brick building on Market street, below Second, which he now occupies as a printing house. This structure is 25 by 60 feet. The counting room and the job printing department is on the first floor, the former in the front and the latter in the rear. The second floor is used as editorial and composing rooms, and the third floor is being prepared for a bindery. The steam engine and the newspaper and job presses are in the basement.

Mr. Walter has proven himself to be one of the most successful editors in the history of the State. He has always manifested the utmost pride in his business, and can be found at his office at all hours, ready to chat with patrons, and evoking from all any scraps of local news they may have in their possession. Everything of interest in this or that neighborhood, or to the county, always finds a brief or extended description, just as its importance warrants. He is careful, however, to exclude anything like scandal or gossip, whether political or social, throws out all trash, and in this way has made the paper not only high-toned and useful, but really essential to every fireside in the county. Mr. Walter never took much prominence in the politics of his State, though he was elected to the State Legislature in 1876, from Delaware county, by a large majority of the popular vote. He is a practical printer, and the typographical appearance of the paper is excellent, and in taste and workmanship far surpasses any journal of its class in the State. This fact is admitted by printers and newspaper men generally who are acquainted with the paper. The editorials, which are usually from the pen of Mr. Walter himself, show both snap, ability, good judgment and fearless advocacy of political principles. The *Republican* is now acknowledged to be one of the most able and active Republican organs of the State. Its advertising patronage is large. Especially numerous are its local and transient advertisements. Frequently you can see several columns of a number occupied with wants, local meetings, real estate and personal property advertisements. These exclude much other matter sometimes, but count much better in dollars and cents. Altogether, the *Delaware County Republican* is a model of success in the newspaper line.

GROCERY HOUSE OF EBER JAMES.

The establishment of Mr. Eber James, located at the corner of Third and Edgmont streets, is the leading one in Chester, devoted exclusively to groceries, provisions and fruits. The stock here is one of the largest in the city and embraces all kinds of fancy groceries, canned goods, teas, provisions, and every kind of fruits in season. Everything kept on hand is strictly pure, and exactly as represented. Besides the domestic and tropical fruits of all kinds, a large stock of preserved fruits and jellies is kept on hand. These comprise all the small fruits and jellies, and are quite popular with the best families in Chester.

This business was commenced here about the year 1871, and a large trade has been established in the city and vicinity. The store is very commodious and the location is one of the best in Chester. The great variety of articles kept in stock at the store of Mr. James is really surprising to those who have never visited the place. The prices at which goods are sold here are often below those of other houses, and fully as low as that of any Philadelphia establishment in the same line. Mr. James is a shrewd buyer, watches the market closely, and buys his stock of goods just at the right time. As goods well bought are said to be half sold, this advantage is not overlooked by the patrons of this well-known establishment. Probably no other house in Delaware county, dealing in the same line, can show such a varied and extensive assortment of pure, fresh and clean goods.

LUMBER AND COAL BUSINESS OF D. S. BUNTING.

There is nothing which strikes the casual visitor in Chester more forcibly than the general air of solidity which characterizes the oldest houses in trade in the city. The business establishment of Mr. David S. Bunting, extensive dealer in lumber, coal and lime is one of the most conspicuous of these houses. The business of this establishment was commenced in 1862 and is now in the sixteenth year of its successful operation. The business was carried on for a number of years on Edgmont Avenue, near the rail road depot. But in November 1876, the premises, together with a large stock of lumber, &c., were entirely consumed by fire,—the conflagration, the largest ever occurring in Chester, lasting for several hours and destroying a large amount of property. Mr. Bunting was not discouraged by this disaster. He has again established himself at Broad and Edgmont Avenue, and stocked his yards with a large variety of building lumber and the best family coal. The facilities of the yard are unequalled for loading and unloading coal and lumber, being in direct communication with the Delaware river, from which barges and vessels can easily arrive at his wharf on Chester creek. The new yard is much larger than the old one, and an arrangement has been added for keeping lumber in the dry—ample shedding with convenient piling grounds, &c. These facilities afford every advantage for carrying a large and varied stock of lumber, by which Mr. Bunting is enabled to fill almost any bill on sight.

The coal department of the business is under the charge of tried and experienced employees, who are interested in sustaining their reputation for careful preparation and prompt delivery. Close attention to the wants of his customers, and fair dealing, have brought Mr. Bunting a large share of public patronage, all of which is richly deserved. Chester is fortunate in having among her business establishments one of such high character, integrity and financial strength.

CHESTER IMPROVEMENT COMPANY.

This Company, with Robert H. Crozer as President, and Hon. William Ward as Secretary and Treasurer, at its head, has contributed greatly to the growth and prosperity of Chester. They own a large tract of land in South Chester, extending from the Delaware river to Linwood street, above Seventh street, and from Ward to Trainer street. This land is offered for sale in lots twenty feet front by one hundred and thirty to one hundred and forty feet deep. Within

the past few years a great many lots have been disposed of here, and this part of the neighborhood is building up rapidly and the price of real estate is steadily advancing. The lots vary in price from \$140 to \$500, according to the location. The terms of sale, which are very easy, are one-fourth of the amount in cash, and the balance in three equal annual instalments, with interest at six per cent. By this plan the laboring man as well as the man of wealth and luxury can provide himself and family with a home of their own. Chester may in reality be called a city of houses, having a dwelling house within its limits to every five inhabitants. In no other city are the industrious classes so well provided for, or on the average so contented and ready for toil; and in no other is there found a higher average of intelligence or more physical enjoyment of life. As a rule these homes in the city proper have water, bath houses, kitchen ranges, plenty of light and air, and a majority of them have gas. The sites for such homes are offered in other parts of Chester and the Borough of Chester, beside those already mentioned. They are all located in close proximity to the rail roads, ship-yards, cotton and woolen mills, rolling mills, and other industrial establishments of Chester.

Mr. Ward is also largely interested in the sale of real estate along this line of rail road, and owns an interest in a large tract at Sharon Hill station, which is now being sold in lots to Philadelphians who desire to erect suburban and summer residences. Sharon Hill is the most beautiful spot in all Delaware county, and is accessible from the city every hour in the day, trains running to Broad street depot in less than fifteen minutes. There are twenty-five or thirty handsome homes in the vicinity, and others are constantly going up.

Mr. Ward has had a long connection with real estate transactions in Chester and vicinity, and has been very successful in his various operations. He is a self-made man, and has raised himself to his prominent position in the community by his own push and energy. His parents died while he was quite young, and he received his education in Girard College. On graduating from that institution he entered the newspaper office of Mr. Y. S. Walter, in Chester, and learned the printing trade. On coming from the *Republican* office he entered the office of Hon. John M. Broomall, as a law student, and was admitted to practice at the Delaware county bar in the year 1859. He has always stood high in his profession, and his efficiency as a practitioner of law has gained him an extensive and lucrative practice. Everything submitted to his care is always done in the most honorable and straightforward manner. As a court practitioner he is without a peer in his profession. He took but little prominence in politics until the opening of the campaign last year, when, at the urgent request of his many friends in Delaware county, he allowed his name to be used at the Republican Nominating Convention as a candidate for Member of Congress from the Sixth District, composed of Delaware and Chester counties, and at which he received the unanimous vote of all the delegates assembled, and this, too, after a most vigorous canvass by his opponent, Mr. W. C. Gray, for the office. At the election held in November, he was elected by a large majority, and ran considerably ahead of the rest of the ticket, showing that he is not only popular in his own party, but also commands the confidence of many of the opposition party. He has always been identified with the interests, trade, progress and development of his city, and he will be greatly missed while he is absent at Washington attending Congressional duties. But Delaware, and also Chester county, will be benefited by sending him to Washington as their Member of Congress, for it is evident, and he has already demonstrated the fact, that he will make as faithful a Congressman as he is an honorable and diligent business and professional man at home.

DRY GOODS AND GROCERY HOUSE OF HINKSON & SMEDLEY.

This is the principal business house of Chester—one of the oldest in the place, having been established some fifteen or twenty years ago. The firm of Messrs. Hinkson & Smedley undoubtedly do the largest business of any mer-

cantile house in Chester, or probably in Delaware county. The building occupied by this firm is located at the corner of Fourth and Market Streets, and is three stories high, and 30 by 55 feet in size. It is divided into two departments, one devoted to dry goods, and the other to groceries and kindred articles. In the dry goods department are dress goods, domestic fabrics of all kinds, table damasks and linens, matting, and everything kept in a first-class dry goods house. The carpet and oil cloth department is on the second floor, where a large stock of Brussels, tapestry, and ingrain carpets, in new and beautiful designs is kept on hand. Also mattings, oil cloths and window shades, feathers and mattresses. Besides this the stock embraces all kinds of foreign and domestic groceries, provisions, etc., so that nearly everything in the whole range of trade may be found here in quantities. The stock in both the dry goods and grocery departments is complete and full, and the business done amounts to about \$150,000 a year. The trade is both wholesale and retail and extends over quite a large territory. The long experience of the members of this firm enables them to select their stock with direct reference to the wants of their trade, hence their shelves are not burdened with "dead wares." Their ample means and well-known responsibility enables them to buy goods on their own terms, and they are enabled thus to offer careful buyers, both wholesale and retail, very superior inducements.

WASHINGTON HOUSE.

It is an incontrovertible fact that in no country on the face of the globe are the accommodations for travelers equal to those in the United States. Americans returning from foreign travels, all tell the same tale of the inferiority of the hotels, restaurants and cafes to be found in all European countries. The go-ahead, energetic nature of our people keeps thousands of them continually "on the wing," in search of business or pleasure, thus producing a constantly increasing demand for first-class accommodations not felt by any other nation.

No city of the same size and population is better provided with hotels than Chester. The oldest, and one of the best hotels here is the Washington House, located at the corner of Fifth and Market streets, of which Mr. Harry Abbott is proprietor. This hotel is built in the most substantial manner, with graceful verandas in front, and furnishes accommodations for about forty guests. The plan of the building is very complete, it being so constructed that during the heated season every room has a thorough ventilation, and the inmates thereof can receive the benefit of the cooling breeze, that is so conducive of comfort by day and rest by night. The large and neatly fitted-up dining hall is on the first floor, and is so arranged as to present the great desideratum of warmth in winter and coolness in summer. The accommodations for families are excellent. The rooms are all lighted with gas and furnished with every modern convenience. There is a commodious stable attached for the accommodation of people from the country who drive to town. The charge for stabling is only the actual cost of the feed used. The location of the hotel is in the most eligible part of the city, and only a minute's walk from the depot.

Mr. Abbott has undertaken to furnish every comfort, and many of the luxuries of life, at a price within the reach of the majority of the traveling public, and that he has been completely successful is demonstrated by the verdict of his numerous patrons. Although blessed with all the suavity and generosity of the landlord of the olden time, Mr. Abbott is progressive and fully up to the times, and combines in his person, in an admirable degree, the cordiality of the last generation and the quick perception of the present, and is, therefore, a friend to old and young. He leaves no stone unturned to make his guests feel thoroughly comfortable and at home.

CHESTER MUTUAL INSURANCE COMPANY.

This is the most popular Fire Insurance Company in Delaware County, and though chartered and incorporated by the State it is *not* a stock company. Insurance against loss by fire is effected upon dwellings, stores, and contents at

rates much lower than that of stock companies. The Company, as stated, is entirely mutual. The great majority of all property owners and business men in Delaware county insure in the Chester Mutual. Its transactions are restricted to certain localities, and the business has been more limited in amount than other companies of its age and standing, whose operations are extended in many cases over every portion of the country. The aim of the officers and directors of the Chester Mutual has been, not to do a large business, but rather a moderate and safe one, and their course has been successful in every respect. The statement of the Company for 1876 speaks for itself. It indicates judicious management, strict economy, consideration for the insured, and care in the selection of risks. It shows that the Chester Mutual Insurance Company is no longer an experiment, but that it is now firmly established and in a prosperous condition. All losses are paid promptly on application, if there has been no deception practiced, or any violation of the terms of the policy. The officers of the Company include some of the most prominent professional men, capitalists and business men of Chester. They are as follows: John Larkin, Jr., President; George M. Booth, Secretary and Treasurer; Directors—John Larkin, Jr., William Ward, James Irving, George M. Pardoe, William Booth, William B. Broomall, Benjamin Gartside, M. H. Bickley, George Broomall, William D. H. Serrill, Perciphor Baker, and J. Newlin Trainer. These gentlemen are well-known in Chester for their influence, business capacity and high moral standing.

HAT AND CAP STORE OF J. A. MITCHELL.

The most conspicuous article of wearing apparel is probably the covering for the head. It is a distinctive characteristic of all classes of people in all countries. The World's Fair, like that of Paris in 1867, and of Vienna in 1873, and the Centennial last year in Philadelphia, where the representatives of all nations were gathered in their native costumes, furnished a most grotesque and picturesque collection of head coverings and ornaments. The hat and cap trade is an interest scarcely second to any in mercantile pursuits. Chester has several stores in this line of business, one of the oldest and most conspicuous of which is that of Mr. J. A. Mitchell, No. 24 West Third St. The stock at this store is kept up to the very highest standard, and comprises a very full assortment of children's cloth and felt hats, caps and turbans, men's soft and stiff felt hats, and the latest styles of fashionable silk hats. Mr. Mitchell also, in season, deals largely in men's and boys' straw goods, and keeps a large stock of the most desirable styles on hand. His prices throughout are exceedingly reasonable, and as low as any store in Chester. He makes a specialty of silk hats, and is prepared to supply the trade with the latest New York and Philadelphia styles.

The building owned and occupied by Mr. Mitchell is a three-story structure, supplied with every modern convenience. The salesroom on the first floor is complete in all its details; light, airy and commodious, with two large, fine plate glass show windows. The stock is the largest in Chester, and comes principally from Philadelphia, but is made to order specially for the Delaware county trade. The aim of Mr. Mitchell is to keep a full stock of everything in the hat and cap line, and at prices to suit people of all ranks and stations in life. He attends personally to the business, and has made himself a good run of custom and is quite popular in Chester. The store is conspicuously located, and the front is made very attractive, being nicely painted. No establishment in Philadelphia offers better inducements to careful buyers, and the polite and affable bearing of the proprietor will secure the deserved confidence of all who may give him a call.

LIVERY STABLE OF JOHN GRUNDY.

The Livery, Sale and Exchange Stables of Mr. John Grundy are located on Fifth street, between Market and Welsh streets. Mr. Grundy is successor to the firm of Grundy & Maloy, and has devoted over twenty years to this business. During the whole of that time horses have been his constant study.

His turnouts are among the finest seen on the thoroughfares of Chester, and his horses are well kept, gentle and excellent driving animals. Competent and reliable drivers are sent with teams when requested. He owns, altogether, about 15 horses and some twenty vehicles of various descriptions.

TOBACCO STORE OF C. A. STORY & SON.

The firm of Messrs. C. A. Story & Son, tobacconists, does probably the largest business of any similar establishment in Chester. Their store is located at 407 Market street, and it is at all times filled with a complete and well selected stock of the very best brands of cigars and tobacco, cigarettes, pipes, etc., which are sold at prices as low, if not lower than any other establishment dealing in cigars and tobacco in Chester. Mr. C. A. Story, the senior member of the firm, has been identified with the tobacco business for a long time, and he is a competent judge of what is good and of what is inferior, in everything pertaining to tobacco. His Key West Cigars, for delicious flavor and fine smoking qualities, are unequalled. The firm make a specialty of this brand of cigars, and they are made especially for their trade by Seldenberg & Co., of Key West, Florida. They are now the favorite cigar with the patrons of Messrs. Storey & Son in Chester.

WM. A. MINSHALL & SON.

This firm is engaged in the furnishing undertaking business in Chester, and their place of business is at No. 24 East Fifth street. It is one of the oldest business concerns in the city, and was founded by the senior partner, Mr. William A. Minshall, about the year 1859. In the year 1871, Mr. Minshall gave his son Thomas an interest in the establishment, and the present firm name was assumed. No other undertakers in the county give better satisfaction at funerals than Messrs. Minshall & Son, and one, or both, give personal attendance to such occasions. They have two pair of beautiful black horses and own two large hearses enclosed in glass for adults, and one small one for children. They have Dr. A. G. Reed's patent corpse preserver, and keep coffins and caskets of all descriptions on hand. Either member of the firm can be consulted at their residences, either before or after business hours, when the office is closed. The residence of the senior partner, Wm. A. Minshall, is at No. 35 West Third street, and that of the junior member, Thomas Minshall, is at 519 Welsh street.

JEWELRY HOUSE OF JOS. LADOMUS.

The leading Jewelry house of Chester is that of Mr. Joseph Ladomus, No. 320 Market street. Mr. Ladomus commenced business here in 1864, and has been remarkably successful. The building now occupied by the business is three stories in height, 16 feet front, and very convenient. It has a large plate glass show window for the display of goods, which are at all times filled with the same, and which form one of the most attractive features of Market street, the principal thoroughfare in Chester. The stock embraces all kinds of jewelry, watches, clocks, silverware, spectacles, etc., and is very large, well selected and elegantly displayed. Mr. Ladomus keeps the very best gold and silver watches that are made, and has sold a great many in Chester and vicinity within the past few years. All watches are warranted, and if not satisfactory after a trial are exchanged.

There are here clocks of all grades, from the best finished American and imported, to the low-priced New England clock. Also, necklaces, bracelets, breast-pins, ear-rings, studs, neck-chains and watch-chains of every grade and variety. The silver and silver-plated ware is very fine, and some of the designs are elegant and elaste. The stock will compare favorably with that of many Philadelphia retail establishments, and few of them can make a better show. The location is one of the most desirable in Chester, and the salesrooms admit plenty of light for the display of goods. The success of this house during the time it has been in existence, furnishes an illustration of what may be done by energy, industry, and intelligent business management.

CONFECTIONERY, CAKES, AND ICE CREAM.

The most important establishment manufacturing and dealing in cakes, confectionery and ice cream in Chester, is that of Mr. Wm. Oglesby, located at 15 West Third street, the most central and convenient part of the city. The building occupied is a three-story brick structure, and the store-room on the first floor is a model of systematic neatness and scrupulous cleanliness.

For delicious ice cream, Oglesby's is the acknowledged head-quarters in Chester, and the amount manufactured here in one season alone bears testimony to this fact. It is no uncommon occurrence for them to turn out as much as 250 quarts a day. On the first floor, in the rear of the store-room, is a large saloon, furnished in elegant style, and capable of accommodating a great many customers.

The manufacture of fancy cakes is one of Mr. Oglesby's specialties, and his reputation in this line has been so firmly established, as scarcely to require a passing notice. Suffice it to say he bakes every variety known, and also bread, which, in quality, is unapproachable. Mr. Oglesby is the popular caterer, in his line, for the *élite* of Chester, and his elegant taste and efficiency in all the requirements of the ball and select party business, have given him a local fame. He manufactures nearly all his own confections, and besides his retail trade, supplies a great many dealers in Delaware county. In the manufacture of candies he uses only the best material, and no adulterations are indulged in. This is the only establishment of the kind in Chester that manufactures all the articles in which they deal. To the wholesale trade this house offers very great inducements, guaranteeing prices as low as the New York and Philadelphia markets.

THE VULCAN WORKS.

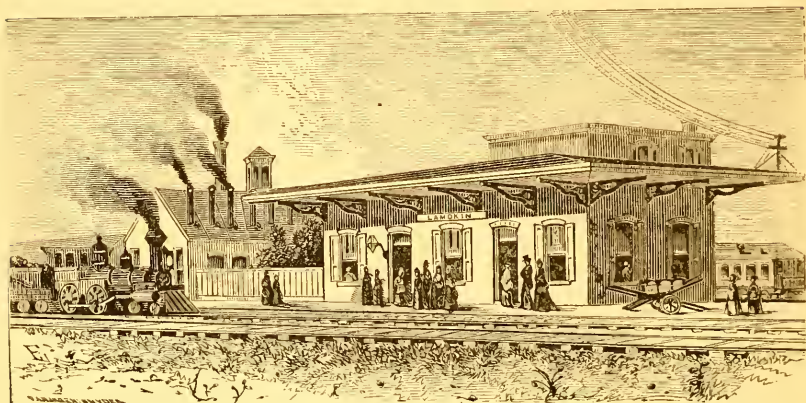
Among the numerous and prosperous industrial establishments at Chester, is the Vulcan Works of Mr. Wm. H. Green, manufacturer of brass and iron cocks, valves, steam whistles, gauges, wrought and cast-iron pipes, fittings, tools, and every description of engineers', machinists', and steam-fitters' supplies for steam, gas, water, or oil. These works are located on the Delaware river, in South Chester, and were established about the year 1864 by the present proprietor. The main building here is about 50 by 120 feet in size. In 1874 this building being inadequate to meet the demands of the increasing business, another building 130 by 60 feet, was added, which greatly enlarged the facilities of the establishment.

The trade literally extends to all parts of the Union. They do a large business in heavy brass fittings and fixtures for steamships and vessels, and supply the extensive ship yards at Chester, and also Wilmington, Philadelphia, Baltimore, and other places.

The works have the advantage of both water and rail road transportation, furnishing easy access to all parts of the country for the heaviest goods. Contracts are taken for heating buildings by steam; plans of pipe are also cut to order. Brass and iron castings of every description are made to order. Every description of plain and galvanized wrought and cast-iron pipe, and wrought, cast, and malleable iron fittings are made to order. It would require a large catalogue to specify the various kinds of work done, but the above are sufficient to indicate the character of the business.

They occupy warerooms at the south-east corner of Front and Market streets, Philadelphia, and also in Chester at 529 Market street. Mr. Green is also the agent of one the largest establishments in the country making machine bolts, bolt ends, rods for bridges and buildings, hot pressed nuts, washers, log screws, set screws, top bolts, &c., and keeps a large stock of these articles on hand at the warerooms in Chester and Phila., and can offer them at manufacturer's prices. The warerooms in Philadelphia are in charge of Mr. M. H. Green. Here there is always kept in stock a large assortment of goods in this line. The fittings are supplied to the trade, or put in place by competent workmen employed for the purpose. Estimates for work are furnished and sent by mail whenever desired; also, price lists of all the principal articles manufactured.

Mr. Wm. H. Green, the proprietor of the Vulcan Works, is a thoroughly practical man, and has had a long experience in this class of work, and has been remarkably successful in all his undertakings. He gives his personal attention to all the important details and guarantees satisfaction in every particular. His establishment is as complete as ample means and a thorough knowledge of the business can make it, and its operations contribute very materially to the prosperity of Chester. The proprietor has just cause for pride in the high reputation he has achieved in his department of industry.



LAMOKIN STATION.

LAMOKIN.

This station is located in South Chester borough, fifteen miles from Philadelphia. South Chester and North Chester boroughs are mere extensions of the city of Chester beyond the incorporated limits, the former on the south-west and the latter on the north. The same paved streets and brick sidewalks continue, with nothing to designate the line where one jurisdiction ends and the other begins. South Chester was incorporated in 1866, and in 1870 the number of inhabitants was 1242, and the present population exceeds 1500. North Chester was incorporated in 1873, and its population is about 1100. The borough of Upland is about half a mile north of Lamokin station, on the line of the Baltimore Central Rail Road, and it adjoins Chester City and North Chester borough. It was founded by the late John P. Crozier about the year 1845, and the entire borough is still owned mainly by his sons. The population is about 1600. Extensive cotton mills make up the great business of the place, and the neat rows of comfortable brick houses, the Church, Sunday-school, and Library, testify to the regard the enterprising owners have for the population in their employment.

Just about Lamokin is a busy place, and several industrial establishments are in operation in the vicinity. The most important of these are the McHaffie Steel Works, the Eureka Steel Works, and the shops of the Baltimore Central R. R. Company. The trains of the Baltimore Central Road branch off to the left here, and go up the Chester Creek Rail Road to the West Chester Junction. After this the road traverses the most fertile and productive portion of Delaware and Chester counties, and has its terminus at Port Deposit. The principal towns and stations on the Baltimore Central Road, are Upland, Bridgwater,

Rockdale, Lenni, W. C. Junction, Chester Heights, Concord, Brandywine Summit, Chadd's Ford, Fairville, Rosedale, Kennett, Toughkenamon, Avondale, West Grove, Penn, Elkview, Lincoln University, Oxford, Nottingham, Rising Sun, Colora, Rowlandville, and Port Deposit.

THURLOW.

A mile further on the train stops at Thurlow Station, which is but a short distance beyond the Chester borough line. The station buildings here are neat structures, and the interior very conveniently arranged. On an eminence to the right, is the large and commodious summer boarding house of Mrs. J. M. Sanderson. It is a favorite resort during the summer months, and as high as seventy-five boarders from Philadelphia are accommodated at one time. The building is a fine three-story structure, of a beautiful brown stone, with a cupola, from which a splendid view is obtained of the river and the surrounding country. One of the finest residences in the vicinity is that of Samuel M. Felton, Esq., formerly President of this road. His residence and handsome grounds, about half a-mile from the station, are not surpassed by any on the line of the P. W. & B. Rail Road. Mr. Felton is quite a wealthy man, and is largely interested in the sale of real estate, and owns an interest in various industrial works and rail roads throughout the country. He is President of the Delaware Rail Road, and also of the Chester Creek Road. He is also President of the Pennsylvania Steel Works, a large corporation with extensive works near Harrisburg, and a business office in Philadelphia. Mr. J. J. Thurlow, after whom the station is named, owns a splendid residence and a large farm of land in the vicinity of the station. Other large and well-cultivated farms are those of Jacob E. Bright and John McClune. The handsome private residence of Geo. E. Bent, is another feature of the place.

TRAINER'S.

Trainer's station, sixteen miles from Philadelphia, is the seat of the large cotton mills of David R. Trainer. Quite a little village, of about 300 population, has sprung up here, which number are supported almost solely by the manufacturing establishments of Mr. Trainer. The goods manufactured at these mills are in general use, and are well known with the dry goods trade. There are two large three story factories each 50 feet wide, and one 160 and the other 145 feet long, and built in the most substantial manner. The other buildings connected therewith are the engine house, boiler, picker, dyeing, drying and cotton houses. The houses occupied by the operatives of the mills of Mr. Trainer are about 50 in number, and are mostly neat frame structures, two and three stories high.

Among the most imposing rural homes of Trainer is the mansion and grounds of Mr. David R. Trainer, in full view of the passing train. The grounds here are beautifully laid out and ornamented with taste, while the villa commands a fine view of the surrounding country, the Delaware river, and the Jersey shore beyond. Mr. Trainer also owns a farm of excellent land, containing about 250 acres, which is improved and cultivated in the highest art of practical and modern farming. There are one or two other attractive country seats in the vicinity, adding much to the attractiveness of the place.

LINWOOD.

This is the next station reached after leaving Trainer's, and is sixteen and three-fourths miles from Philadelphia. It is a very pretty place in summer time, and many Philadelphians make it their resort during the heated term. North-west from the station in Chichester, are some of the most fertile and productive lands in the State. John B. McCay, a prominent politician of Delaware county, owns a splendid farm of about 200 acres, and Robert Armstrong one of 400 acres, all arable land, and kept in a high state of cultivation. Numerous private residences dot the hills overlooking the river. The station-buildings are of frame and almost embowered in shade trees, are cool and pleasant in the warmest weather. A large business is done in freight and carrying milk from this point. C. G. Poulson and Jos. H. Huddle own large farms and have good buildings, with every modern convenience connected with them.

The old town of Marcus Hook is within ten minutes walk of Linwood station, on the Delaware river. Next to Chester, Marcus Hook appears to be the oldest town in Pennsylvania. It was erected into a market town by Penn in 1701, by letters patent under the name of Chichester, and empowered to hold a weekly market and fair. "Hook," as it is usually called, is quite equal to Chester as an eligible site for manufactories, if not superior. The river channel is nearer the shore, as well as deeper and broader, and the place has not been shut off from the ocean by ice at any time for half a century. The Government piers are in the river here, and it is the winter harbor for vessels, as in severe weather the river above this point is generally blocked with ice. Probably the accident of a few enterprising men locating themselves at Chester between 1840 and 1850, fixed that as the city instead of Marcus Hook. Before 1830 the two places were rivals in inertness and obscurity, surprised occasionally by the erection of a new dwelling on the ruins of one rotted down. Within a few years Marcus Hook has made some spasmodic efforts to imitate her more fortunate sister, and unless the old inhabitants succeed in preventing the influx of energy from abroad, a dozen years more will probably develop the natural advantages of the place, and make it again the rival of Chester. In 1870 the population of the place was 600, and is about 750 at the present time. During the shad and herring fishing season, large numbers of these fish are caught in the Delaware river, and Marcus Hook is the principal market from which they are sold to traders and consumers. Marcus Hook is a pretty little town in summer time, the beautiful shade trees which line some of the streets, adding greatly to its beauty. The town has three churches, the Baptist, Episcopal, and Methodist denominations all being represented, and each having a neat edifice for holding public worship.

The principal business house of the place is the store of J. E. Green, doing a regular country store business, and carrying a heavy stock of goods. There are two hotels in Marcus Hook, the most important and best appointed of which, is the Spread Eagle Hotel, kept by John H. Kerlin. Mr. Kerlin took possession of this hotel the first of the year, and has refitted and furnished it in splendid style. The hotel is the stopping place for sportsmen from Philadelphia, Wilmington and Chester, who come to the place in search of game. In this respect the place offers superior inducements, being adjacent to the best

perch fishing, duck, reed and rail bird, woodcock and snipe grounds on the Delaware, and the situation is not excelled by any other along the river. The bar of the Spread Eagle is always supplied with the best brands of cigars, wines, ales and liquors, and the table is furnished with the very best the market affords.

CLAYMONT.

This station is located in the midst of a rich farming district, and is 18½ miles from Philadelphia. It is the first station reached after crossing the line between Pennsylvania and Delaware. The farms in the vicinity of Claymont are large, rich and productive, and most of them have butter and milk dairies connected with them. The station building is of frame, and its surroundings are charming. There is a beautiful flower garden in front, and in the ladies' waiting room plants and flowers of various species are cultivated in vases and pots the season round. Claymont is the greatest milk station on the P. W. & B. Road, and in the summer season as high as 3,000 quarts are shipped from here daily to Philadelphia. The majority of the farmers keep milk dairies, although there are several large butter dairy farms here also. Those shipping milk from this station, are Geo. Thompson, S. W. Hanby, J. K. Hanby, W. Bird, J. Reiks, W. H. Veale, Robt. Armstrong, Isaac N. Grubb, J. M. C. Prince, T. G. Primrose, A. G. Forwood, J. S. Petite, V. R. Emis, F. Ford and Lot Cloud. The country about Claymont and the river and landscape scenery is as fine as can be found anywhere in a day's travel.

HOLLY OAK.

Holly Oak station is a depot for the reception of milk and other freight. The company have no buildings of any account here, and no ticket or telegraph offices as at other stations, and very few passengers are carried from this point. To the north and west there is a large tract of highly productive land, and nestling deep among fruit orchards and shade trees are comfortable looking farm houses and barns, waiting to be filled with the crops of the new harvest. Jos. Forwood is the owner of a large farm, with modern farm buildings, about a mile from the station. Another large and well kept farm is that of J. C. Haywood, known as the "Hollyoak Farm," from which the station takes its name, and contains about 300 acres. Other prominent farms are those of J. Sharpe, Jr., B. Carr, Wm. Philips, J. Langhead, Wm. P. Lodge, A. Perkins, and C. Perkins.

BELLEVUE.

This station is located in a rich agricultural district, and is twenty-two miles from Philadelphia and five from Wilmington. The station building of the Rail Road Company is a fine structure, and has every convenience—ticket office, telegraph office, waiting rooms, &c. The locality is not surpassed by any other for healthfulness and beauty of landscape scenery. The Delaware, with its boats passing and repassing, is plainly seen only a few hundred yards distant. In this vicinity are some of the finest lands in the State of Delaware.

EDGEMOOR.

This station takes its name from the Edgemoor Iron Works, which are located about half a mile distant. They manufacture plate iron for ships, and are very extensive, covering four acres of ground and giving employment to about 150 hands. The country here presents the appearance of a beautiful garden or lawn, and like the other portions of the peninsula along this road, is unusually rich and productive, immense crops of grain being raised every season.

The station building here is probably the finest on the road south of Ridley Park. It is built of a peculiar dark stone—almost black—and the interior is finished in polished hard woods. It has a ticket and telegraph office, in charge of an efficient person. This is the last station on the road before reaching the city of Wilmington, being situated three miles from the latter place. Some of the local and freight trains stop at the Brandywine creek, about a mile from the depot at Wilmington, where a platform and freight offices have been erected to accommodate some of the large industrial and business establishments in that vicinity. It is the design of the Company to erect here, at no distant day, modern and improved station buildings similar to those at other points on the road. The station is to be known by the name of BRANDYWINE.

WILMINGTON.

This is the largest and most important way-city or town on the line of the P. W. & B. R. R. It is twenty-seven miles from Philadelphia, and though young as a city, is one of the oldest towns in the United States. Its present population is a little over 30,000. The city has grown up wonderfully within the past twenty years. It was first chartered as a city by George II, in 1739, and it then contained about one hundred and twenty houses, with a population of six hundred persons. During the same year the foundation of ship-building, afterwards carried on extensively, was laid by the construction of the brig "Wilmington," which was also the pioneer of the foreign trade of the port. In 1809 Wilmington was chartered by the State Legislature as the "Borough" of Wilmington, and in 1832 was incorporated as the "city" of Wilmington, at which time its population was about seven thousand. This was probably the proudest day of its history. Better still, it was the beginning of a new era of prosperity, and a more rapid growth in population, wealth, and all that makes a city or a people.

In 1837 the city was connected with Philadelphia and Baltimore by the present line of rail road—The P. W. & B. R. R. This road is the principal road terminating in the city, and has greatly promoted its prosperity by increasing its building facilities, developing its manufacturing establishments, furnishing additional outlets for the agricultural districts that surround it, and rendering it easily accessible from the two great cities on either side—Philadelphia and Baltimore. But the great source of the growth and prosperity of Wilmington is her manufactures. These are the mainspring of business—the grand streams of wealth and population, and the rail roads are chiefly beneficial in proportion as they furnish cheap and rapid transportation for the products and raw materials of these. The manufactures of Wilmington are the noblest characteristic of the place, and are justly the pride of the citizens. They are the foundation on which all else is built, and they have increased

wonderfully within the past twenty-five years. From the period of their introduction, especially the leading branches—iron, morocco, carriage making, and ship building—dates the growth of Wilmington.

Few cities in our country are as favorably located as Wilmington, whether considered in reference to beauty of situation, healthfulness of climate, business facilities, or the productiveness of the surrounding country. It has a beautiful site, and compares favorably with any of the most beautiful towns in this wide and favored land. It is situated so high that it commands a view of a wide extent of country, delightful and fertile in the highest degree, surrounded by a chain of hills descending on either hand by easy grades, from the body of the town to the Christiana and Brandywine, that flow gently by her sides and seem to hang there in loops and waves like a silver girdle. The broad and majestic Delaware rolls at her feet, glistening in the sunlight like a sheen of diamonds, and as far as the eye can reach stretches a magnificent panorama of hills, woodlands, lawns, meadows, and in their season, waving fields of grass and grain, beautiful in their mantle of green, or rich with the golden hues of early harvest, everywhere relieved and made more attractive by the farm-house, the villa, and the heaven-pointing spire. There are few American cities that offer in scenery a finer combination of town and country, nature and art, than is found in some of the views of Wilmington and the surrounding region, as seen from the elevated points of the town and the adjoining hills. The views from the Custom House, the upper Reservoir, the vicinity of the Alms House, and Elliott's hill, are especially fine.

As might be expected, from the elevated situation and pure air, from the self-draining character of the surface, from the general cleanliness of the people, Wilmington is one of the healthiest cities on the Western Continent. The plan of the city is excellent, and it is laid out in the form of a square, the streets running at right angles like those of Philadelphia. The main business street of the city is Market, extending from the Brandywine to the Christiana. The stores and business houses are fully equal to those of any city in the world. The streets, for the most part, are wide, and the dwelling houses are large and roomy and principally built of brick.

The natural resources of the place are unexcelled. Surrounded by a region that is characterized by great beauty and fertility, it abounds in every product that is found in the temperate portions of our country, and furnishes one of the best markets in the land, especially in meats and vegetables. Situated midway between the commercial and the political capitals of the country, New York and Washington, at the head of two fine bays, enclosing a peninsula that is to be the garden of the Atlantic coast, having a broad, deep river at its eastern door, offering one of the best inland harbors in the world; with two rivers crossing its front and running along its sides, affording excellent navigation and facilities for ship-building, adding greatly to the beauty of the place, it has one of the most beautiful and healthful sites to be found in the United States.

The leading business interests of Wilmington are trade and manufactures, being the greatest manufacturing city of its size in the country. The mercantile interest is respectable in numbers and wealth, though it suffers greatly in buying goods at second hand instead of going directly to the fountain head.

The city is divided into ten wards, each ward being represented in councils by two representatives elected by the people annually. The President of the city council is elected biennially, and the Mayor of the city every three years. The police arrangements are good, the city being divided into six districts, and a force of some twenty-five officers employed on duty in preserving peace and order, and protecting property and life from the depredations of lawless persons. The law-breakers of Wilmington are subject to the whipping post and pillory, and if the offense be ever so small the offender smarts for it under the lash at New Castle, the county-seat of New Castle county. Probably this fact accounts for Wilmington being a comparatively peaceful and quiet city; considering the nature of her population, a different opinion might be expressed by a stranger. For a city with the great mass of its population a working class of people, it is a very orderly city, and has been long considered so.

There are eight Fire Companies, all fully equipped and in splendid working trim, with engines and hose carriages of the finest build. The names of the different companies are the Friendship, Reliance, Delaware, Phoenix, Water Witch, Washington, Fame Hose, and Weeacoe. The water works of the city are sufficient to supply the inhabitants for years to come. They were erected in 1827. The old basin is between Market and King streets, and between 10th and 11th streets, and a new basin has since been erected near the same place.

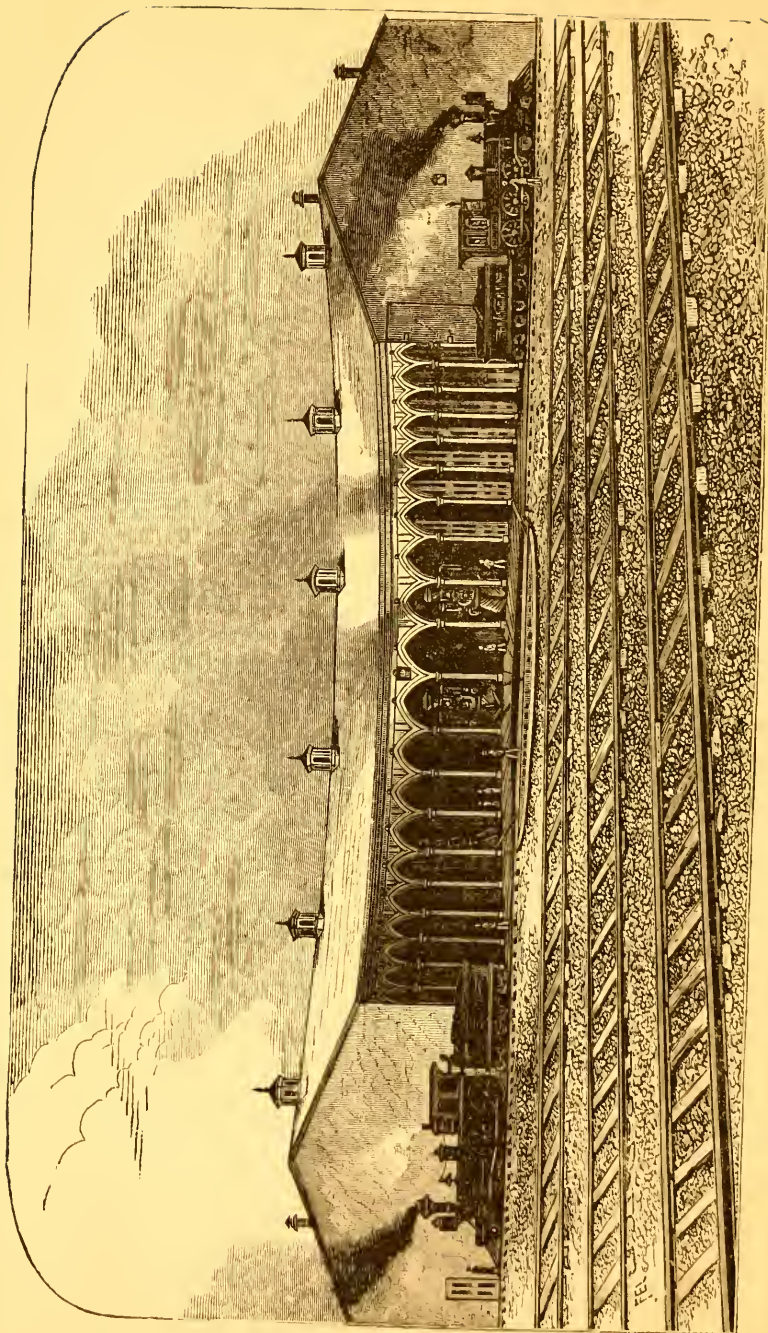
The public schools of Wilmington have a high reputation for thoroughness and efficiency, and in this respect are not excelled by those of any city in the United States. The board of education is composed of gentlemen of learning and ability, who do all in their power to furnish the schools with all necessary educational appliances that will in any way add to the stock of information, or facilitate the education of the young. There are upwards of twenty public schools, and about a dozen private schools in Wilmington. These last named institutions are mostly conducted on a higher scale of learning, and are for educating young men and boys for College, and also for business and the duties of life. Sketches and histories, with the names of the principals of the most important of these private Academies will be found on another page. The Post Office, which occupies one of the finest public buildings in the city, is located at the corner of Sixth and King streets, and it has facilities and conveniences for a city with a population of 100,000. There are nine newspapers in the city, three dailies and six weeklies. The daily publications are the *Commercial and Every Evening*, *Delaware Republican*, and *Delaware Gazette*. The weeklies are *Delaware Tribune*, *Delaware State Journal*, *Delaware Gazette*, *Delaware Republican*, *Advertiser*, and *Wayside*. These journals nearly all have good circulations and are well patronized. The *Every Evening and Commercial*, a two cent journal, is the largest circulated paper in the city. It also publishes a weekly, and has a splendid job and book department connected with the printing house at Third and Market streets.

Few cities of the size of Wilmington enjoy such transportation facilities. Besides the P. W. & B., there are several other rail roads here. The city is the southern terminus of the Wilmington & Reading Rail Road, with the depot at the corner of Front and Madison streets. The Wilmington & Western Rail Road also ends here, and has its depot and offices at Market and Water streets. The Delaware Rail Road, which is leased by the P. W. & B. Company, gives

the city quick and cheap transportation with almost every important town in the State of Delaware. The Wilmington City Railway extends from French street along Front to Market, along Market to the Brandywine, the whole length of the city, charging seven cents a ride. There are also two steamship lines plying their steamers between Wilmington, Chester, and Philadelphia, and one line running steamers every other day between Wilmington and New York, carrying freight and passengers.

The depot and other buildings of the Philadelphia, Wilmington & Baltimore Rail Road, occupies the squares between Third and Fourth, and Pine and Spruce streets. The main building of the depot contains the ticket office, telegraph office, gents' and ladies' waiting rooms, and the dining rooms. Many of the express trains from New York to Washington, and the reverse, stop here to give the passengers aboard the time and opportunity to get their meals. The dining room is located near the train, and the passengers can secure a good meal without any inconvenience whatever. Every luxury of the season is provided here at a reasonable price. The baggage room and the rooms for the conductors, are a separate building. It is the design of the Company to erect a Grand Union Depot here in a few years, as the present one has become inadequate for the business of the road at this point, and is not at all in keeping with the fine modern depot buildings at other points. Last year, (1876,) a large and well-appointed Round-house was erected here, with stalls for 20 locomotives. It is the largest on the road, an illustration of which is given on the following page. The machine shops of the Company are located at Wilmington, a square from the depot, at which most of the handsome cars and fine locomotives now needed by the road are made. These works have been added to from time to time, and now cover over two acres of ground and give employment to about sixty workmen. Formerly much of the rolling stock used by the road was made at other establishments, but the works being enlarged are now almost sufficient to furnish all the new cars and locomotives wanted on the road, besides doing all the repairing, painting and rebuilding. The cars and locomotives emanating from these works are not surpassed in strength and beauty by those of any other establishment on the continent. The locomotives, especially, are beauties, and the mountings about them shine like silver and gold. The cars are indeed luxurious, and the seats in them have nice high backs and are made with an eye to comfort and convenience, and not like some cars, with seats crowded so close together that there is scarcely room to get up or sit down comfortably. In connection with the rail roads of Wilmington, we will mention the "Express" facilities of the place. There are four Express Companies here: Adams' Express Company, office 519 Market street; Taggart Express, between Wilmington and Philadelphia, office 220 French street, near depot; Wilmington Transfer and Baggage Express Company, and the Central Express Company. This latter Company ship from Wilmington to Reading, and to intermediate points on the W. & R. R. R. Adams' Express Company are their agents in Wilmington.

There are several incorporated Life and Fire Insurance Companies in Wilmington, and also four incorporated banks. The Delaware Mutual Life Insurance Company has its office at 608 Market street. Farmers' Mutual Insurance Company, 833 Market street; New Castle County Mutual, 612 Market



ROUND-HOUSE AT WILMINGTON.

street. The First National Bank of Wilmington is located at Fifth and Market streets; National Bank of Wilmington and Brandywine, Second and Market streets; Union National Bank of Wilmington, 505 Market street; National Bank of Delaware, Sixth and Market streets; Farmers' Bank of Delaware, Third and Market; Artizans' Saving Bank, 502 Market street; Wilmington Saving Fund Society, Eighth and Market streets. The Wilmington Coal Gas Company is another large corporation of the city, with a capital of \$400,000. It was incorporated in 1852, and the works are at present located at Madison and Reed streets, with office at Third and Shipley streets.

Other structures and buildings of a public character in the city are its public halls, churches, libraries and charitable institutions. Masonic Hall, on Market street, is the largest hall in the city, and it also has a large opera house attached, with seating capacity for 2000 persons. It is occupied the greater part of the theatre season by good performing troupes. Odd Fellows' Hall, with capacity to seat 750, is at Third and King streets, and Red Men's Hall is at 302 Market street. The Churches of Wilmington, especially those of the Baptist and Methodist denominations, are the finest buildings of the city, and are handsome and imposing places of worship. There are five Baptist, nine Methodist, seven Presbyterian, eight Episcopal, three Friends, six Catholic, one Unitarian, one Lutheran, and six African Churches in the city. This is quite a large number of Churches for a population of 30,000, and speaks well for the city in this direction. Among the asylums and charitable institutions is the association for Criminal Reform. It was organized in 1808, but not incorporated until 1869, and now owns a fine large building. The Home for Friendless and Destitute Children is located at Ninth and Adams streets. A worthy institution is the Home for Aged Women, organized and conducted solely by women. It is located at the corner of Harrison and Gilpin avenues, and was incorporated in 1855. The "Wilmington Institute," a literary society and library association, owns a fine large building at Eighth and Market streets. They have a large room here, containing upwards of 20,000 volumes of the best works on almost every subject. All the leading daily and weekly papers of the country are kept here on file, and transient strangers in the city are invited to visit the library and pass away their leisure time, read their own home paper, or enjoy themselves as they may desire. The two leading Cemeteries in which the dead of Wilmington are buried, are the Wilmington and Brandywine Cemetery, and Riverview Cemetery.

The above is a brief outline or sketch of the city of Wilmington, and will give the reader an idea of the importance and the location of this beautiful manufacturing city. To give a description of the city and its institutions, advantages, public buildings and industries, in detail, would fill a good-sized volume, and take up more space than we have at our disposal.

INDUSTRIES OF WILMINGTON.

The most important manufactures of Wilmington are Carriage-making, Ship-building, Iron Manufactures, Morocco, Cotton, Flour and Paper Manufacture. Next to New Haven, Wilmington is the greatest carriage manufacturing city in the United States, and the business has grown to such proportions here, and attained such perfection, as to make Wilmington carriages famous all over the country. Yet, like most great enterprises, it had its small beginning, as well as its progress and ultimate triumph. It was commenced about the year 1812, there being but three small shops here at this time, doing little but repairing. Mr. John Merriek and a co-operative company were the first to introduce carriage making in Wilmington on a large scale, in the year 1847. From this time forth the success of the industry was assured, establishments continuing to multiply from year to year, until it assumed the largest proportions. At present there are about fifteen carriage establishments in Wilmington, turning out about 3,000 carriages annually, worth a million dollars, and giving employment to about 300 hands. Almost every style of carriage in use in this country is made here, from the plain market wagon to the light and elegant phaeton. Such, in brief, has been the progress of the business from its origin to the present time. Beginning as a small rill, it has swelled to the proportions of a mighty stream, making rich numerous firms, and reaching and blessing many families with well-paid labor. It is the opinion of good judges that if the war had not interposed, Wilmington would now be turning out 100,000 carriages per annum. As it is the number is large, and they can be found in all the principal cities of the United States. Carriage making has become an institution of Wilmington, and a marked characteristic of the place. Ship-building, another important industry, had its beginning in Wilmington in the year 1739-40. The first ship built was a brig named "The Wilmington." In the year 1789 there were some twenty vessels in foreign trade from this point. At present it is carried on here principally through the large establishment of the Harlan & Hollingsworth Company, The Jackson Sharp Company, and Pusey, Jones & Company. The manufacture of morocco is also carried on quite extensively in this city.

The growth of Wilmington in commercial importance has been, perhaps, as remarkable and rapid as that of any other eastern city. Its admirable geographical location, with reference to water and railroad transportation, and its central position, give to it great natural advantages as a distributing point, while its convenience of access to the source of supplies, renders it one of the most desirable points in the United States for all branches of manufacturing business. The progress of the city within the past twenty or thirty years has been marked by very much the same spirit of enterprise which has characterized many western cities, whose giant strides towards commercial importance

have been matters of astonishment to the world, with this important discrimination in favor of Wilmington, that its career has been characterized by a sufficiently conservative policy to insure safety in each step of progress. With a view to properly represent the commercial interests of the place, we give in the following pages brief accounts of several branches of trade in the city, together with sketches of a number of business and manufacturing establishments which are regarded as the leading representative houses of the place.

BUSH'S PHILADELPHIA AND WILMINGTON STEAM FREIGHT LINE AND COAL YARD.

This is one of the oldest enterprises and business establishments in Wilmington, and its history during the one hundred and three years of its successful existence, forms a part of the history of the city itself. The present proprietors are Messrs. George W. Bush & Son, and their extensive premises are located at French street wharf. The business was founded in the year 1774, by Mr. Samuel Bush, who commenced the first freighting line between Wilmington and Philadelphia, together with a general merchandising business, at the exact location now occupied—foot of French street. This is truly remarkable and of rare occurrence, to see a business now in the hands of the fourth generation of the same family, occupying the same location and carrying on the same business as established over a century ago. The founder of the business, Mr. Samuel Bush, was succeeded by his sons, David and George Bush, who added the sale of coal to their other business. On the death of Geo. Bush, the business was continued by Geo. W. Bush, the present senior partner, who established the first successful steam freight line running from Wilmington.

Both the freight and coal business of the firm have largely increased with the progress and growth of the city, the former requiring a steam propeller to be run from each end of the line daily, and carrying freight not only for Wilmington, but for various points on the railroads terminating at Wilmington. The coal trade of Messrs. Bush & Son is at present about 50,000 tons annually. They make it a point to sell the best qualities of coal, and receive the Shenandoah and Anthracite coals from the Ellanyavan, Mahonoy City, and other special collieries of the Philadelphia & Reading Coal and Iron Company, of which Company they are sole agents for Wilmington, as well as of the Atlantic and George's Creek, Cumberland and Kittanning Company's Pennsylvania Bituminous coals.

The premises, including the yards, wharves, warehouses, offices, etc., cover an entire square, and embrace the block extending from French to King streets, and from Water street to Christiana creek. The freight storehouses are large and convenient for handling and delivering goods, and their self-screening bins for coal are superior to anything in Wilmington for convenience in unloading boats and barges, and for loading wagons. They also use patent delivering wagons, which, by an ingenious arrangement, delivers the coal in cellars of patrons without dirt or dust. Mr. Geo. W. Bush is also President and owns considerable stock in the "Wilmington Steamship Company," whose steamers ply between Wilmington and New York. The Vice President is Mr. E. T. Warner. The line is known as the "Electric," and runs tri-weekly, first-class steamers, carrying freight, and has added largely to the business facilities of Wilmington and other cities and towns on the line.

The above is a brief outline of the history of the oldest leading house in the State of Delaware. It shows an honorable record reaching back over a century of years, and is one of the very few instances in this country, though common enough in Europe, where the father has been succeeded by the sons, and the business conducted with vigor and success. The present proprietors are worthy representatives of the sturdy stock which has won for the merchants of our

large cities such an enviable reputation. This is one of the many prosperous business houses which has been instrumental in establishing the reputation of Wilmington as a great manufacturing city. The Messrs. Bush are identified with almost every improvement in the interest of the city, and their business enterprise itself has been the means of developing many advantages, by offering unusual and cheap facilities for transacting business, and shipping goods from one point to another at cheap rates of freight.

MOROCCO MANUFACTORY OF "THE JOHN G. BAKER CO."

Among the successful firms engaged in the manufacture of morocco in Wilmington, is the company known as "The John G. Baker Co.," which began operations as an individual enterprise in 1867, on Fifth street below Spruce, their present location. The establishment of the company has been enlarged from time to time, until it is now five stories high, with the following dimensions: Length on Fifth street, 110 feet; breadth, 25 feet; wing running back to Lord street, 148 by 28, and fronting thereon, 51 by 38. The different departments and their sizes are as follows: Boiler room, 24 by 16; slating room, 80 by 16; coloring house, 30 by 24; store and office, 60 by 25; two finishing rooms, each 55 by 24, and a third one, 80 by 28; one shaving and sewing room, 55 by 24; one beam house, 110 by 24; tan house, 148 by 28; steam drying room, 148 by 28; stock room, 35 by 28; two drying lofts 110 by 24, and two other drying lofts, each 154 by 28. It will be seen from the foregoing that there are about 35,000 square feet of room in daily use.

The motive power of the establishment consists of a thirty horse-power engine, supplied with steam by a sixty horse-power tubular boiler. This boiler also furnishes the steam for heating the building in cold weather, by the aid of pipes which permeate every part of the establishment. The drying rooms already noted are furnished with heating pipes, which in dull, wet weather, facilitates the drying process, and no interruption occurs from this cause.

About 80 hands are employed, and the weekly pay-roll aggregates upwards of \$800. The only part of the work on which females can be employed with advantage is in sewing together the skins. Four girls operating a like number of sewing machines are employed. The skins principally come from Mexico, are received in a dry state in bales of one hundred pounds. The company manufactures about 500 skins per day, and turn out the finest quality of morocco. After going through a long process of tanning, drying and coloring, the skins are taken to the stock room, where they are assorted into the various lines of goods for which they are suited, such as Pebbles, Brush Grain, Oil Boot, French Morocco, Maroon Boot Legs, Glazed Kid, or any other kind of finish that may be in demand.

This is by far the largest morocco manufacturing establishment in Wilmington, though it was started in a modest way in 1867, by Mr. John G. Baker, and at that time manufacturing but 50 skins per day. In April 1873, the concern became merged in the John G. Baker Company, with Mr. Baker as President, and C.W. Gowert, as Secretary and Treasurer. Mr. Baker's interest in the company aggregates upwards of \$100,000, yet he commenced the business on a capital of less than \$2,000. He is not only one of Wilmington's great manufacturers, but also one of her most useful and popular citizens. He is largely interested in the progress and development of the city, and has occupied various positions of honor and trust in the gift of her citizens. He is yet a middle aged man and is a true type of the persevering and successful business man of which America furnishes so many notable examples. Besides the manufactory and salesrooms in Wilmington, the company have a large salesroom at 445 N. Third street, Philadelphia, from which the manufactured morocco is shipped to almost every country on the globe.

CARRIAGE MANUFACTORY OF McLEAR & KENDALL.

The carriage manufactory of Messrs. McLearn & Kendall, located at the corner of Ninth and King streets, is the most extensive and has the largest buildings of any similar establishment in Wilmington. It was erected here in

1863-64, by Mr. John Merrick, and purchased by the present firm in the year 1866. Previous to this Messrs. McLearn & Kendall occupied the large carriage manufactory at Second and French streets for a short time, succeeding Mr. Merrick here also. When they removed to their present commodious works they sold the establishment at Second and French streets, to Mr. John Green, who still occupies it.

The main structure of the works at Ninth and King streets is 218 feet long, 99 feet wide at one end and 77 feet at the other end. The different departments embraced in the manufactory are the wood shop, 90 by 70 feet; priming, filling and rubbing room equal to 47 by 90 feet; smith shop, 70 by 218 feet; color room 60 by 35 feet; two paint rooms, each 35 by 79 feet; show room 218 by 35 feet; office 20 feet square, and two drying rooms each 20 by 16 feet. In the smith shop are twenty-five forges, and all other appliances adapted to this branch of work. Adjacent to the buildings are numerous sheds filled with lumber. This firm buy their lumber in large quantities direct from the manufacturers, and are particular in its selection and careful to have it thoroughly seasoned before using. They also have a separate store-room for their axles, springs, and other articles of hardware that they purchase by the quantity. One of the main features is the thorough system noticeable throughout the whole establishment. Each department has its foreman or manager, and the most seemingly unimportant part or portion of a wagon is critically examined before being adjusted to its place. The number of employes here usually ranges from one hundred to one hundred and fifty. The firm make about forty finished vehicles per week, or nearly 2000 per year. Including buildings, they employ a working capital of nearly \$200,000 annually, consume \$140,000 worth of raw material, and dispense about \$100,000 to their different employes at the same time.

They also have a repository here, containing specimens of their finished work. These are not surpassed by those of any maker in the country, and are not only strong and durable, but are also made with an eye to beauty and symmetry. The carriages of this firm go to almost every part of the United States and even to foreign countries. They have a manufactory and repository at Nos. 138 and 140 North Broad street, Philadelphia, and repositories at Charlestown, S. C., and Savannah, Ga., with an extensive stock in each. Messrs. McLearn & Kendall make almost every kind of carriage known, and all the newest styles. These, as stated above, are celebrated throughout the Union for strength, durability and cheapness. Their manufactory at Wilmington is thoroughly systemized, and contains all the latest improved machines in use, which machinery is run by a thirty-horse power steam engine. This firm was the first to introduce steam power in the manufacture of carriages in Wilmington, which they did in 1864. Those run by steam are the machines for sawing out, turning and mortising hubs, for tenoning, reteneoning, throating out, facing and tapering the spokes, circular and gig saws, planing and sanding machines, boring machines, &c. Probably there is no better equipped carriage manufactory in the country than that of McLearn & Kendall.

The members of the firm, it is useless to say, are progressive and enterprising, and they are also gentlemen of acknowledged integrity and ability, well and favorably known in the leading business circles of Wilmington and other large cities of the Union. Both members of the firm commenced their business careers in Wilmington in a very modest and unpretending way, and by remarkable push and energy, have raised themselves to their present high position in the community. Henry C. McLearn was born in Wilmington in 1838, and learned the carriage making business here, and afterwards worked as journeyman with three or four different establishments. Casper Kendall was born in Chester county, Pa., in 1836, came to Wilmington in 1852, learned the harness trade of George McCorkle, and carried it on by himself for several years at Third and King streets, previous to entering into partnership with Mr. McLearn in the then small business, which has finally developed into one of the largest, most popular and successful carriage firms in the United States.

DELAWARE STEAM SOAP AND CANDLE WORKS.

These well-known soap works, of which Messrs. Moore & Brother are proprietors, are the largest of their kind in Wilmington, and are located at the corner of Third and Orange streets. The large factory is 100 by 150 feet, and has a large store-room and office in front. The works are also the oldest in the country, and were founded about the year 1815 by Adams & Cochran, and after being in one or two other hands, passed into the possession of the present proprietors in the year 1867. The most improved machinery is used in every department of the factory, some of which is of novel construction and calculated on a gigantic scale. The variety of the productions cover every desirable quality of laundry soap, family and toilet soaps, candles, starch, lye and sal-soda. The firm also deal in washing blue, adamantine candles and imported castile soap. The power of these works is steam, and the soap presses, and in fact everything is adapted to a large volume of business. The ample means of the Messrs. Moore enables them to carry a large stock of manufactured articles seasoned and ready for shipment. The store and office are commodious, so that all orders can be filled with the utmost dispatch. The prosperity of the house shows that their efforts are appreciated.

These works have been making steady progress from year to year, and have been added to from time to time, until to-day they stand unrivaled in size and importance in the State of Delaware. The home trade of the house is very heavy, while the custom outside reaches over Delaware, Maryland and several other States. The gentlemen of the firm are highly esteemed in the community for their straightforward business habits.

CARRIAGE WORKS OF ROBINSON & BROTHER.

Messrs. Robinson & Brother, whose manufactory and warerooms are located at the foot of Market street, near the Christiana, are considered to be one of Wilmington's leading and important carriage manufacturing firms. Both members of the firm are natives of Wilmington, and have been identified with the carriage business since boyhood, though the present partnership was not formed until the year 1864. They first commenced business on Front street, and after two years removed to the old Flagler building at Seventh and Shipley streets, and did a good business here until the premises were destroyed by fire, on May 4th, 1869. They were not at all discouraged by this calamity, however, and at once rented the large building at Fourth and Walnut streets, which they occupied until they built their present commodious factory, when they removed to it about the beginning of the year 1875. The new establishment is of brick, 75 feet front on Market street by 200 feet deep, and two-stories high. The first floor is used as a wood-shop room, blacksmith shop and repository. The second story is devoted to the painting, trimming and furnishing of the carriages. They employ about forty skilled mechanics in all departments, and turn out about three hundred finished vehicles annually. They make any kind of carriage to order, and also have a fine stock of manufactured vehicles on hand in the warerooms. They make a specialty of fine family carriages, such as phaetons, rockaways, and also of light buggies, both shifting and standing tops. Some of the family carriages are gotten up in the most elaborate manner, upholstered in fine cloth, lace, &c., with gilt mountings. Vehicles made by the Messrs. Robinson are to be seen on the streets of most of the principal cities of the South and West, and in nearly all the large cities of the United States. All carriages made at these works are warranted for a special term of service, and have always given complete satisfaction. The proprietors take great pride in making carriages to order to suit the different tastes of their customers, and anything that might be called a carriage, is either found at, or will be made at the manufactory. The individual members of the firm are George C. Robinson and Albert N. Robinson, both practical men, who have learned the business under the best advantages, and whose whole stock in trade fifteen years ago, was a complete knowledge of carriage making, and unconquerable energy, honesty and integrity. These principles thoroughly carried out have placed them on the road to success and fortune.

Besides their works and repository here, the firm own a large repository in Baltimore, at No. 53 West Fayette street, opposite Barnum's hotel, in which a fine stock of carriages is displayed for the inspection of customers.

FERRIS & GARRETT.

One of the oldest, most solid and substantial business houses of Wilmington, is that of Messrs. Ferris & Garrett, located at No. 504 Market street, and the business is plumbing, steam and gas fitting. The business was established by the present owners about the year 1854, and for twenty-three years they have occupied the same site. At the time the business was started an unpretentious frame building occupied the spot on which now stands the large and commodious four story structure. It has twenty-four feet front on Market street, and extends back to King street 210 feet. The first floor is divided into three different departments, the front part of which is office and salesroom. The second floor is used for storage of gas fixtures, &c. A number of competent workmen are employed, and every kind of work in the line of the house is executed promptly and in a workmanlike manner. The proprietors do not knowingly permit any inferior work to emanate from their establishment. They have supplied most of the large buildings in Wilmington throughout with steam, gas and water fixtures. In their elegant salesroom they have a large and very fine stock of gas fixtures to select from, which can be obtained at manufacturers' prices. They do a very large business, and are one of the most successful and enterprising houses in Wilmington. By strict integrity they have won the confidence and esteem of a large circle of acquaintances, and have placed themselves on the road to prosperity and wealth. They have built up a name and reputation simply by their own efforts and energy, and their splendid establishment reflects not only credit on themselves and their business, but also on the city in which it is located. One remarkable feature of the house is that it has never witnessed a removal, but occupies the same location it did nearly a quarter of a century ago. The imposing building, and other enlarged facilities and improvements have all taken place on the site of the original building.

MOROCCO FACTORY OF JACOB RICHARDSON.

This morocco manufactory in Wilmington, is located at 713 West Third street. Mr. Richardson, the proprietor, first started in business in 1859, and continued successfully up to 1867, when he retired from active business until the spring of 1873. At this time he took possession of a factory on Fourth street and remained there one year, when the factory and all the machinery were entirely consumed by fire. Mr. Richardson was not in the least discouraged by this catastrophe, however, and nothing daunted he commenced the erection of his new factory at his present location, which, in less than three months after the date of the fire, was completed and supplied with machinery for manufacturing purposes, which was at once put in operation, and has been running every day since.

The new building is 60 feet front on Third street by 28 feet deep, and is four stories high. The first floor is used as engine room, store room and office; the second floor is used as a finishing room, where the morocco is finished after going through the other processes. The third and fourth floors are used as dyeing rooms. Also have a rear building 30 by 70 feet and two stories high, used for coloring, dyeing and storage purposes.

Employment is given to about twenty-five hands, whose combined labor turn out about twenty-five dozen cape goat skins per day. The various processes which the skins undergo before they become an article of trade are interesting, if we had the space to explain them. Mr. Richardson converts annually about one hundred thousand goat skins into morocco, manufactured principally from the cape skins, and the stock of morocco comprises all the finer and common grades. The trade extends to nearly all the large cities on the Eastern coast of the United States, but most is sold in Philadelphia and Baltimore, and for handsome appearance and quality their manufactures cannot be surpassed by any other maker.

CARRIAGE WORKS OF WM. H. WRIGHT.

One of the most celebrated of Wilmington's carriage manufactories is that of Mr. Wm. H. Wright, which is situated at the foot of Market street. Like most of the carriage makers of Wilmington, Mr. Wright started in a modest way, working as a journeyman for several years and saving his money until he could commence the manufacture of carriages himself. He was born in Salem county, N. J., in 1834, and moved to Smyrna, Delaware, in 1839. At this latter place he learned the trade, apprenticing himself to B. Benson & Co. for five years, from 1850 to 1855. He afterwards worked in Germantown for the inventor of the Germantown carriages, and for one or two firms in Wilmington after coming here. In 1862 Mr. Wright began business in a small establishment at 106 Orange street, but his business grew and prospered at this location and the reputation of his carriages became known far and wide. He soon had more orders than he could attend to, and the business so increased as to warrant his removing to the present commodious building in the year 1871. This is one of the largest carriage manufactories in Wilmington, and is built almost entirely of brick, and is four stories in height. Here, with the combined skill of some sixty practical and efficient workmen, Mr. Wright is enabled to manufacture carriages of the very best style, which are sold principally in the south and west. His large show rooms contain elegant and substantial extension-top phaetons, open and closed front rockaways, double jump seat rockaways, drags, top, no-top, and shifting-top buggies, doctors' buggies, falling-top phaetons, etc.

Few men are as well versed or have as complete a knowledge of every branch of the carriage making business as Mr. Wright. He takes a pride in doing only superior and first-class work, and he therefore employs none but competent workmen, and uses only the best material in the market. It is to such establishments like this that Wilmington owes her reputation as a great carriage manufacturing city.

MOROCCO MANUFACTORY OF TAYLOR & BEADENKOPF.

One of the most thriving and energetic morocco firms in Wilmington, is that of Messrs. Taylor & Beadenkopf, at No. 722 West Fourth street. Although this firm is not as old in the business as some others, yet it is growing rapidly, and bids fair, before many years, to rank with some of the older houses. The firm have already added to the buildings since first starting, and although the manufactory is working to its full capacity, which is twenty-five dozen skins per day, the demands of their patrons keep them constantly busy filling the orders. The buildings are of brick, four stories high, with basement, and of "L" shape. The basement of the main building is used for store room, and the first floor for salesroom and office. The first floor of the rear building is used for tan and beam house, and the other floors above are devoted to finishing and drying the skins. The buildings are heated by steam, and the arrangements of the different departments convenient and complete.

All kinds of stock are manufactured, just as the wants of the trade, both Spring and Fall, demand. They sell in Maryland, Pennsylvania, New York, New Jersey, Massachusetts and Connecticut, and other sections of the country, and one of the best evidences of the sound management of this firm is the fact that during the dull times they never stopped operations, having a steady demand always. The members of the firm are courteous gentlemen to deal with, and the reputation of their goods is unsurpassed. Both are experienced and practical men. Mr. John Taylor was formerly junior partner for six years with Messrs. Maltritz & Baird, of Wilmington, and Mr. William Beadenkopf was with Mr. John G. Baker, now president of the "John G. Baker Morocco Manufacturing Company." These young men have every element of success in their favor, and with their pluck and energy, they are doubtless on the high road to fortune and prosperity.

STANTON FLOUR MILLS.

Among the important productions of Wilmington's industrial establishments is that commodity from which comes the "staff of life"—wheat flour. There

are several very extensive flouring mills in Wilmington and vicinity, the waters of the Brandywine and the Christiana creeks furnishing inexhaustible water power for running the same. One of the most prominent of these flour producing establishments are the Stanton Flour Mills, of which Messrs. Tatnall & Richardson are proprietors, located six miles from Wilmington, on the Christiana creek. These mills have become justly celebrated for the fine brands of flour which they manufacture, the different brands being designated as Excelsior Fancy, F. F. Family, X. X. Family, Family Extra, Red Clay Mills, Minguas Extra, and Red Clay Extra.

Messrs. Tatnall & Richardson have been established in the flour and grain business since 1865. They occupy a large warehouse and salesroom in Wilmington, at the corner of Front and Orange streets, 30 feet front by 90 feet deep, and three stories high. Here is where the large sales are conducted, and where can be seen all their brands of family flour and a large stock of all kinds of grain. They pay the highest cash price for all kinds of grain of good quality; an inferior article they do not want at any price. The flour is sold at both wholesale and retail, and the trade extends throughout the States of Delaware and Maryland, and to a large extent in southern Pennsylvania. These brands of flour alluded to are favorites with families using them, and stand unrivalled for their uniform excellence. It requires about 250,000 bushels of wheat per year to supply the demands for the production of these mills. It will thus be seen that the Stanton Mills are of the greatest utility to the surrounding country, while they contribute very materially to the prosperity of Wilmington by the large amount of money which is drawn hither by their extensive operations. The close proximity of the warehouse to the tracks of the Phil'a, Wilmington & Baltimore Rail Road, and to the waters of the Christiana, gives the firm transportation facilities not enjoyed by any similar house. They also have immense storage facilities, the capacity of the warehouse being about 20,000 bushels.

FURNITURE HOUSE OF J. & J. N. HARMAN.

This establishment is not only the largest of its kind in Wilmington, but also in the State of Delaware. The location is at 410 King street, and the building occupied here is four stories high, 25 feet front by 125 feet deep. The manufacture of furniture is carried on in the basement and the third and fourth stories, while the first and second floors are used as the ware and salesrooms. The various styles of furniture here are very neat, and the finish is of a superior quality, great regard being paid to strength and durability. The walnut chamber sets are handsome specimens, and the library and the bed-room suits claim special admiration. The utmost care is taken to have every article perfect, and every piece of furniture turned out at the establishment is well and carefully made. The warerooms contain every piece of furniture needed to beautify or furnish a first-class residence; library and drawing-room furniture; parlor and chamber sets, and in truth, a limitless variety of the best furniture to be found anywhere.

This is not only the largest and most conspicuous furniture house in the State of Delaware, but it is also the oldest, being established about the year 1850, by the present senior partner, the son, Mr. J. N. Harman, being admitted in the year 1858, giving the partnership its present style.

The business has progressed favorably through all these years; slowly and surely the manufactures of the house acquired fame and sale, and to-day the best attestations of what they have accomplished is in their superb warehouse and factory, both of which are stocked with diversified appliances, and woods of the most rare and enduring kinds. Everything about the establishment is under the personal supervision of Mr. J. N. Harman, who is himself a practical man, having mastered the business under favorable advantages.

CARRIAGE WORKS OF JOHN GREEN.

The carriage works and repository of Mr. John Green, at the south-east corner of Second and French streets, is the oldest establishment of the kind in the

city, and was erected by Mr. John Merriek in the year 1848, and occupied by him for seventeen consecutive years. It has always been a successful establishment, and was occupied by the well-known firm of McLearn & Kendall before Mr. Green took possession of it. The building is three stories high, independent of the basement, the latter being used as a smith shop and finishing room. The first floor contains the show room and carriage paint shop; the second story contains the body paint shop and trimming room; the third story is devoted to the wood shops and wheel shops. This establishment has educated some of the best mechanics in Wilmington in the carriage business, among them a number of proprietors. The present proprietor, Mr. Green, took possession of the place in 1865, buying out McLearn & Kendall, and has been doing a large and successful business ever since. Mr. Green was born in Philadelphia in 1818, and his first experience in the carriage business was in the great west. He commenced the manufacture of carriages in Wilmington in the year 1861, at a shop on Shipley street above Front, which he occupied until he moved to his present large manufactory in 1865. The business carried on by Mr. Green is conducted with the greatest system and regularity, and each department is superintended by a competent foreman or manager. Employment is given to some 45 workmen, and the capacity of the works is about 500 vehicles annually. Besides carriages of all styles, Mr. Green has made as high as 75 sleighs in one season. His vehicles are found in nearly all the principal cities of the Union, but his principal trade is in the South and West.

The establishment of Mr. Green occupies one of the best locations in the city for selling carriages. It is a central business location, and is only one and a-half squares from the Phila, Wilmington & Baltimore Rail Road depot, over which a great many carriages are shipped. The proprietor is well known throughout the State of Delaware as a prompt and straightforward business man, and is highly respected as a citizen. He is genial and interesting in conversation, and impresses favorably those with whom he is brought in contact.

EXTENSIVE CARRIAGE MANUFACTORY OF CHARLES W. HORN.

One of the largest carriage manufactories, and one doing a very extensive business in Wilmington, is that of Mr. Charles W. Horn, located at 103 Walnut street. The factory here is built of brick, five stories high, has a front of 100 feet on Walnut street, and has over 37,000 square feet of flooring, and runs sixteen forges. Mr. Horn is a native of Vermont, and came to Wilmington in 1853, and shortly afterwards commenced his career as a carriage builder, at which business he has been remarkably successful. He first located at the corner of Second and French streets, was next in partnership with the veteran carriage maker, John Merriek, as Merriek & Co., and finally purchased his present large five story factory. Mr. Horn has enlarged this building from time to time, and it is doubtful whether any similar works in Wilmington have as much floor space.

The number of hands employed ranges from sixty to eighty, and the works have a capacity to turn out upwards of four hundred vehicles annually. Mr. Horn also builds a number of handsome and elegant sleighs each season, some of them being worth as high as \$300. He keeps a splendid stock of substantial and well finished carriages in the repository, of almost every style and build. Of these may be mentioned Jenny Linds, barouches, rockaways, top and no-top buggies, six post Calfrey, light slat or buck wagons, Concord side spring wagons, and Germantowns. Mr. Horn has a good home trade and makes a great many vehicles to order for home trade, though his principal trade is in the South and West. Within the past few years his trade has largely increased in this section. A working capital of over \$50,000 is employed, and the proprietor makes it a rule to buy and sell for cash, thus offering careful buyers the most satisfactory inducements.

The location of these works is one of the most convenient in the city, and is only one square from the Philadelphia, Wilmington and Baltimore Rail Road

Depot. Indeed, it is rare to see a locality and business so eminently apostate to each other as is here exhibited, which fact is liberally attested by the amount of business transacted by the proprietor. Mr. Horn well deserves the success and the name and reputation he has secured in the carriage business. He is a genial and pleasant man to converse with, and is one of the most popular and highly esteemed citizens of Wilmington. He is well calculated to make any enterprise a success, and his establishment has done much to add to the reputation of Wilmington as a carriage manufacturing city.

MOROCCO MANUFACTORY OF PUSEY, SCOTT & CO.

The large morocco manufactory of Messrs. Pusey, Scott & Co., in Wilmington, is located at the corner of Third and Madison streets, which is one of the largest establishments of the kind in the city. The business was originally established in the year 1845, in a rather modest and unpretentious way, at the corner of Third and Tatnall streets, and the firm carried on here until 1866, when the present extensive factory was erected and taken possession of the same year. The members comprising the firm are James Scott, John M. Scott, and J. M. Scott. The former senior partner, Mr. Pusey, retired from the firm in 1873, but it was deemed advisable not to change the old firm name, as it was under that title the house had gained its reputation and become prosperous in an eminent degree.

The establishment they now occupy is a five-story brick structure in the shape of an L. It has 28 feet six inches front on Madison street, and extends along Third street 162 feet. The L part of the building is 32 feet wide and extends 132 feet back from Third street. The different divisions of the factory are numbered respectively from No. 1 to No. 8. The first floor of the factory is used as a store room, the second floor is ware room and salesroom, the third floor is office and assorting room; the fourth and fifth stories are devoted to the leather and dyeing rooms. The first floor of No. 2 is tanning room and engine room, the second floor is used for the storing of hides and sumac, the third as finishing room, and the fourth and fifth as leather and dyeing rooms. The first floor of No. 3 is the beaming room; the second, machine room and for storing hides; the third, as finishing room; and the fourth and fifth as leather and dyeing rooms. No. 4 is two stories high, the first used as a tannery and the second for dyeing rooms. No. 5 is a one-story out-building containing the steam boilers. No. 6 is another building, separate from the main portion, devoted entirely to the coloring of hides, and called the coloring house. No. 7 is a house for storing hair, and No. 8 is a lime house.

It will thus be seen that the factory is conducted on a systematic and extensive scale. Machinery of the most modern make has been introduced, and employment is given to about 50 hands, whose combined labor turns out about 40 dozen of cape goat skins per day. The machinery and works are operated by a sixty horse-power engine, which is supplied with steam by seventy-five horse-power boiler. The various processes which the skins undergo before they become an article of trade or commerce, are both interesting and laborious. The firm convert annually about 140,000 goat skins into morocco, manufacturing principally from cape skins. Their stock comprises all the common and finer grades. Their trade extends all over the United States, but they sell most in the Southern and Western States, and for handsome appearance and quality their manufacture cannot be surpassed by any of their rivals. Their reputation is of the highest order, and they are gentlemen who are highly esteemed in the community, and are known to be progressive, practical and enterprising.

CARRIAGE WORKS OF W. J. McCLUSKEY & CO.

The business of this firm was commenced at the present location, Tenth and Tatnall streets, in March, 1872. Here they have a commodious factory, equipped with all the appliances and facilities necessary for carrying on the business successfully. The principal vehicles that they build and keep on hand in their ware rooms are extension-top phaetons, pony phaetons, Germantowns,

rockaways, buggies, &c. Their carriages are nearly all sold as fast as they can build them, even in these dull times. Since Messrs. McCluskey & Co. started in business here, five years ago, their make of carriages have been constantly growing in reputation and popularity up to the present time. They appreciate that reputation is of more value in the long run than any temporary profits from poor, cheap work, so they employ the most skillful workmen in all the departments, and use only the best material in the market. The cloth and carpeting used in the various vehicles is for the most part strong, firm, and of a beautiful color, for which they pay the highest prices and find that it pays to do so.

This firm employ, altogether, twenty skilled mechanics, and have a capacity to turn out about three hundred finished vehicles annually. The individual members of the firm are W. J. McCluskey and Wesley Walls, both practical men and really educated artisans in the work in which they are engaged. Mr. McCluskey is a native of Pittsburg, but came to Wilmington in 1846. When only 17 years of age he was apprenticed to the firm of Flaglor & Co., and served four years. After completing his trade here he worked as journeyman for the extensive firms of Gregg & Bowe and Thomson & Paschall, and was foreman of John Green's large works previous to establishing his new manufactory. A tuition and training in such a school of carriage science and art for so many years, has resulted in making Mr. McCluskey one of the most skilled and educated men in this department of industry. Mr. Walls, the junior member of the firm, was born in Cecil Co., Md., in 1846, and learned his trade with Samuel Miller, of Norristown, serving four years. He was afterwards an employè in the celebrated Caffrey works at Camden, which was of great advantage to him. In 1868 he came to Wilmington and worked for C. Wesley Weldon, Thomson & Paschall, and others, until he entered into partnership with Mr. McCluskey in 1872. These gentlemen are entitled to a great deal of credit for the manner in which they have conducted their business, and raised themselves by their own exertions and energy. All they have and enjoy is their own, as they were both poor boys with nothing but good trades and excellent constitutions to start them in the world.

AGRICULTURAL IMPLEMENT MANUFACTORY OF W. T. SHAW.

The celebrated "Iron Harvester," one of the best mowers and reapers in use by farmers, is made at Wilmington, by W. T. Shaw, the inventor of the machine. It was one of the finest mowing machines invented and manufactured, and the improvements added from time to time have made it almost perfect, and its work is of the highest order. The establishment owned here by Mr. Shaw was founded in 1857, is three stories high, and is located at the corner of Justison and Front streets, and fronts sixty feet on the former and forty feet on the latter street.

Mr. Shaw also manufactures many of the latest improved agricultural implements, such as plows, cultivators, harrows, corn shellers, threshers, spades, shovels, hoes, etc., and gives employment to a force of twenty-five and thirty hands. Some of the specialties are well worthy of notice, and are of Mr. Shaw's own invention. He manufactures to order and for the trade, and ships implements to almost every part of the country. He issues circulars free to farmers, giving descriptions and showing the superior advantages of many of his implements.

The "Iron Harvester," to which we allude, is a favorite throughout Delaware, Maryland, and Southern Pennsylvania. One important feature to farmers, in Mr. Shaw's business, is that he employs no agents or middle-men to sell his machines, but sells direct to the farmer, thus saving to the latter from 25 to 30 per cent. of the purchase money. The "Harvester" runs light, is less liable to get out of order than any other, and every part is interchangeable, same as the different parts of watches or muskets. In case any part should become injured or broken, the farmer can obtain the exact counterpart at the manufactory. Every machine is guaranteed, for it is made of the best material and by excellent

workmen, who are thoroughly practical. Mr. Shaw is a practical man himself, and thoroughly understands his business. His great ingenuity and inventive genius have been the means of lessening the labor of the farmer to a great extent by inventing and manufacturing labor-saving machinery adapted to farm work. In this respect Mr. Shaw may well be considered a benefactor to his race.

TANNERY OF DOWNING AND PRICE.

The extensive tanning business of Messrs. Downing & Price, in Wilmington, is carried on at the corner of Fourth and Adams streets. The building occupied is almost new, two stories high, 32 feet wide by 140 feet long. The machinery is driven by a sixty horse-power engine. On the lower floor is the tan-yard, where 6 large double vats and 42 single vats, 4 limes, and 6 pools are to be seen. The vats are trunked at both the top and bottom, so that very little labor is required to run the liquor into them or from them. On the second story is the machinery for rolling the leather after it has been tanned and partially dried. On the corner of the lot is the bark-house, where all the bark is stored preparatory to being used. The liquor by which the hides are tanned is made by eight "leeches," 10 by 12 feet, and 4½ feet deep. The liquor is pumped from the vats by a pump of Mr. Price's own invention, and is operated entirely by steam, and the hand labor is greatly lessened thereby. The tannery is one of the finest and most substantial buildings in Wilmington, and is located at the junction of two of the principal streets.

The manufactures of this establishment are justly celebrated, and the amount made annually far exceeds that of any other firm in Wilmington. They have a capacity of tanning about 3,000 hides into sole leather annually, and their products find a ready market in New York and Philadelphia.

The originators of this enterprise commenced business in a small way, and had little cash capital to back them; but by hard-fisted labor, economy and a careful investigation of every improvement bearing on the business, together with able and conscientious management, their goods acquired a widespread reputation, and no house stands higher to-day than that of Downing & Price.

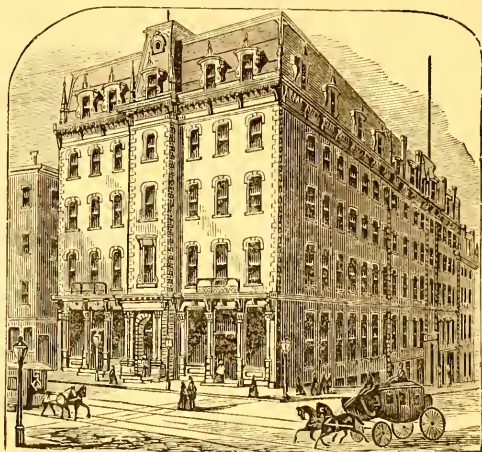
THE CLAYTON HOUSE.

The Clayton House, the only first-class hotel in Wilmington, is situated at the corner of Fifth and Market streets, the most eligible part of the city. Among the successful business enterprises of Wilmington, it deserves more than a passing notice in these pages. Wilmingtonians are justly proud of it, and would, we are sure, not regard our book as complete did we omit to give its history with the leading business houses of the city.

The Clayton House was built by a stock company in 1872, under the architectural supervision of Messrs. Dixon & Carson, of Baltimore, Md. The accompanying cut shows the splendid exterior of the hotel, while the following description will give the reader an idea of the interior of this noble edifice. The building has a front of 64 feet on Market street, 210 feet on Fifth street, and extends back to King street. It is five stories high, independent of the basement. The main entrance to the hotel is in the center of the Market street front, through a Corinthian portico to a vestibule 9 by 9 feet, and by a light and cheerful corridor 9 feet wide, to the office, near the center of the main hall. From the hall in which the office is located, a corridor, also nine feet wide, leads to the dining room, passing the parlors and the ladies' ordinary or tea room. The ladies' entrance from Fifth street is into this last named corridor, between the gentlemen's and ladies' parlors. On both sides of the main entrance are departments used for banking purposes, each about 25 feet wide, fronting on Market street. The one on the Fifth street corner is occupied by the First National Bank of Wilmington, and the other by the Artizans' Savings Bank.

There are four stores fronting on King street, each 16 by 40, with high stories and iron fronts. On the Fifth street front of the basement there are three departments, used as a barber shop, gents' furnishing store, and cigar store. These

last named departments connect by doorways with the hotel corridors. The private or ladies' entrance to the hotel is from Fifth street, as stated, and the office in the central hall commands a fine view of the two entrances, the main corridors and staircases. There are four parlors on the main floor, each 17 by 22 feet, two for gentlemen and two for ladies, with sliding doors between. These are furnished in the most elaborate style, and contain every convenience necessary for the comfort of the guests. The dining room is large and has accommodations for seating 200 guests at one time. The bill of fare here is excellent, and the epicurean features of the house are among its principal attractions. There is a cloak room and wash room near the office. These apartments are all large and well lighted, as well as the stairways leading to them. There is an excellent billiard room, gentlemen's refreshment room, bakery, and some other apartments in the basement.



CLAYTON HOUSE.

Besides the four parlors on the main floor, there are two more on the second story, fronting on Market street, each 17 by 25 feet, and furnished in elegant style. They are so arranged that each of them may have one or two chambers, bath room and water closet connected. They can also be made into a convenient suite of rooms, or may be used separately.

Altogether, there are about one hundred and five chambers on the different floors, which are well ventilated and kept in admirable order. Many of these are large enough for "double rooms," some being 17 feet square, and some even larger. All the chambers, with the exception of those in the attic, have open grates, which, in cold weather, give a cheerful and home look to the apartments. In the attic the rooms have flues for wood or coal stoves. On each of the chamber floors there are four bath-rooms, each with bath, and five water closets. Each room is also provided with a permanent wash-basin and spigot. There is also a stop-trap, draw cock, and sink in a private closet in each story, all fitted up in the most complete manner with marble tops, &c., presenting quite a handsome appearance. The system of bells is very complete, and one in each room connects with an annunciator in the office. The rooms are all lighted with gas, and furnished throughout with water. There are ample linen closets on each floor. A private staircase near the center of the building, leads from the cellar to the flat on the roof of the hotel. Communicating with each story, and running from the cellar to the top story of the house, is a patent safety elevator. The laundry department, with washing, drying and ironing rooms, &c., is located in the attic. The ceilings are all high, and all of the apartments, in-

cluding corridors, offices, stairs, bath-rooms, water closets, &c., are well lighted and ventilated. No dark places are to be found in or about the building, and everything has been added to the house to render it a really first-class hotel.

There are few, if any, buildings in Wilmington that are as imposing, or that can compare in beauty of architectural design and finish with the Clayton House. The foundations are of solid stone, the walls of brick, and the fronts are of handsome pressed brick, with trimmings of Ohio sand stone. The entrance, porticos, bank fronts and store fronts, are of iron, very bold and massive in design. The sills, steps, plinths, etc., are of the very finest granite. The perpendicular part of the mansard roof is covered with slate, and the top with tin. The cornices, pinnacles, dormer windows, chimneys, cresting, &c., all combine to add to the attractiveness of the structure, and are arranged with that special object in view. The location of the Clayton House at the corner of Fifth and Market streets, at once decided the business center of Wilmington. It was erected here in the year 1872, and has provided a want long felt in Wilmington, as previous to that time the city was without a really first-class hotel. The proprietor of the Clayton House, Isaac C. Pyle, has had a long experience in the hotel business, and is just the person to conduct such an enterprise successfully, and is too well versed in a management of this nature to forget the necessities attending a hotel. He is progressive and fully up to the times, and it is through his excellent management and executive ability that the Clayton House has become popular with the best class of citizens. Considering the accommodations and advantages of the house, the rates are quite reasonable. The accommodations for families are the best that can be found in the city, and within the past two or three years a number of the best families of Wilmington and other cities have taken up permanent board at the hotel, thus relieving themselves of all household cares and duties. The location of the hotel is very convenient, and the most beautiful that can be found. From the upper stories beautiful landscape and water scenery are visible. The Jersey shore, the Delaware river, and the historic Brandywine and Christiana are in full view. Such a hotel as this would be an honor to the greatest city on either continent.

WHEEL WORKS OF MESSRS. SPRINGER, MORLEY & GAUSE.

The Spoke and Wheel Works of Messrs. Springer, Morley & Gause, located at the corner of Third and Orange streets, Wilmington, is the largest and most complete establishment in the State of Delaware, a brief description of which will give the reader an idea of the extent to which this business is carried. When first started by this firm it was carried on in a limited way, and the buildings erected on the premises at that time were small, but the rare business tact and ability displayed by the gentlemen in charge, coupled with many improvements from time to time in machinery, by which they obtained increased facilities for the production of very superior work, gave them such telling advantages as special tradesmen, and commended them so highly to carriage builders, that their business soon grew to a magnitude, and they were obliged to enlarge their buildings. The large manufactory at Third and Orange streets is a substantial brick structure, four stories high and basement, completely fitted up with the best and latest improved machinery, by the aid of which goods are produced which are noted throughout many civilized countries for their superior excellence. The manufactures of the firm consist of fine carriage wheels, shafts, bows, and wheel material for all description of carriages and wagons. The firm also make all kinds of "mill work," such as sash, blinds, shutters, mouldings, brackets, &c. They keep a large stock of these manufactured articles on hand ready to ship at a moment's notice. The extent of their manufacture is about 100 sets of finished wheels per week. Independent of these finished sets they turn out daily a large number of spokes, rims, hubs and shafts, besides a large amount of planing mill work. Hickory, White Oak, and Elm, are the woods chiefly used for making the wheels and other parts of the carriages. The firm select and cut nearly all the material used, (having

thirty men employed in the woods for this purpose,) which is thoroughly dried and seasoned before being used. The members of this firm have made many new improvements in the different parts of carriage material, and they also have the exclusive control of several valuable patents enabling them to make unexcelled wheels, which are sold throughout the United States. Mr. Morley has a patent spoke and felloe attachment of great value, which is his own invention.

A wheel in itself is quite a simple thing; a spoke, a hub, or a rim, seems very much more so; but to make either, or all, requires a remarkable amount of art, manipulation, and judgment. The wheels made at the factory of Springer, Morley & Gause, require to pass through upwards of thirty-two machines, many of which are ingeniously made. In all departments of their manufactory, Messrs. Springer, Morley & Gause employ from 40 to 50 men the season round. Some idea of the extent of the business conducted by this representative house can be obtained from the fact that they keep over \$30,000 worth of material alone on hand, while the superiority of their work is demonstrated by their almost unlimited trade, which extends all over the country. As before intimated, the eminent success of this firm is due, in a great measure, to the ability displayed by its members and the improvements in the machinery. Their manufactories are a great convenience to the numerous carriage building firms of Wilmington, as previous to the establishment of this wheel factory they were obliged to ship many of their supplies from a distance.

THE OLD ESTABLISHED CARRIAGE WORKS OF FRIST & ALLMON.

One of the oldest, as well as leading firms engaged in carriage building in Wilmington, is the firm of Messrs. Frist & Allmon, whose large manufactory is located at the corner of Seventh and Shipley streets. To trace the history of this house, we will be compelled to go back to the time carriage making business was first introduced in Wilmington. Mr. John Merrick, who was one of the founders of the business in Wilmington, after carrying on the business from 1842 until 1846, suspended at this latter date; all his hands being suddenly thrown out of work, a meeting of the workmen was called for the purpose of organizing a co-operative firm to continue the business. Out of 35 or 40 hands, only six or eight had the courage to undertake it. These were Geo. Allmon, Joel Frist, Henry Pretzschener, Enos Hunsberger, Joseph String, Samuel Reeves, George Robinson, and A. Flaglor, doing business under the firm name of A. Flaglor & Co. To this company of young and energetic mechanics belongs the honor of first establishing the carriage business in Wilmington on a sound and enduring basis. Three new firms came from the above, one of which is the present firm of Messrs. Frist & Allmon. They withdrew from the co-operative firm in 1856, having been with the organization ten years. In 1859 they built their large manufactory and warerooms, where they have done a large business ever since, though never using their facilities beyond conditions of most reliable workmanship.

Both members of the firm have been identified with the business since boyhood. They are eight years older than the oldest established carriage firm in the city. It is fifty-two years since Mr. Frist first learned his trade with one of the first carriage builders of Wilmington, serving seven years of an apprenticeship and starting when only thirteen years of age. Mr. Allmon has been in the business for 42 years, and was an apprentice for 4 years and a journeyman for 6 years.

Their commodious building at Seventh and Shipley streets is 58 by 64 feet, four stories high and basement. The basement is used for a smith shop, the first story as office and salesroom; second story wood and finishing shops; third trimming and varnishing rooms, and the fourth as a paintshop. The location is one of the best in the city, and has been occupied for this business for more than thirty years. They make a variety of styles of light and durable carriages, pony phaetons, buggies, wagons, &c., for which they have a large and satisfactory class of purchasers. They also make a special branch of repairing fine carriages, and vehicles of all kinds. They have a good local trade for carriages built to order,

and also ship a great many to the south and west. They employ some thirty workmen, most of whom are skilled mechanics, and have a thorough and complete knowledge of the business. No small measure of the success of this firm is due to their wisdom in selecting the ablest and most competent assistants. The establishment in the completeness of its appointments, the system of its management and the excellence of its manufactures, is an honor to its proprietors, and one of the model establishments of Wilmington.

THE HARLAN & HOLLINGSWORTH COMPANY.

The business carried on by this enterprising Company in Wilmington is the most extensive of any in the city. The work engaged in is chiefly car, engine, and ship building, and the works have, to some extent, a national reputation. In 1836, two plain, unpretending mechanics, Samuel Harlan, Jr., a cabinet maker, and Elijah Hollingsworth, a machinist, united their skill and their then limited means, and commenced building cars and engines on the opposite side of the street from the location of the present works. This was just before the great crisis of 1837, and this firm had their struggles and reserves, in common with others, like all men engaged in great enterprises, but this only stimulated them all the more, and their establishment soon gained an enviable reputation.

In 1840 they added to their business the important feature of iron ship building, which has now come to be their leading branch. The firm name was first called after its founders, Harlan & Hollingsworth. On the admission of Mr. Gause to the partnership in 1858, the firm name became Harlan, Hollingsworth & Co., and since the death of Mr. Hollingsworth, which occurred in 1866, it has been changed to the present style. The location of the yard and works is at the foot of West street, on the Christiana river, situated conveniently upon the Philadelphia, Wilmington & Baltimore Rail Road, and is the same general locality occupied from the first, except that the shops have been removed from the east to the west side of the street. The works and the different buildings cover about nine acres of ground, and give steady employment to between 600 and 800 skilled workmen the season round, and give entire support to about 2,500 of the inhabitants of the city.

The rail road cars built at these works are pictures of beauty, neatness and comfort. A great many of the handsome cars on the P. W. & B. R. R. are from the Harlan & Hollingsworth Company's shops, and it is the opinion of competent judges that the cars run on this road are the best made and finished of any in the country. Until the establishment of John Roach & Co.'s ship yards, at the thriving town of Chester, this Company were the most extensive ship builders in this section. As it is, they have the honor of having built more ships than any ship builders south of Philadelphia. Their ships are of the highest grade in modern style and workmanship, and some of them are finished in the most elaborate and elegant manner, and go to all parts of this country and also to foreign ports. During the rebellion the Company built a great many iron monitors and other vessels for the United States Government. Some years they make and launch as high as seven and eight ships, the magnitude of which work will appear more clearly when we state that the largest of these rate from 1400 to 1800 tons burden, and that they are completely finished at these works with all their appliances and machinery, boilers, engines, &c. Besides this, they build engines and hulls for other parties. Most of the material used in the construction of their ships and cars is obtained in Wilmington, or the State of Delaware. Much of the boiler plate is from the extensive works of Scidell & Hastings, and is of the very best and most durable make. The Harlan & Hollingsworth Company take a just pride in making first-class work, and in maintaining their reputation for this, and also for fulfilling all their engagements at home and abroad. The origin, growth, and present condition of this establishment is a striking illustration of the benign spirit of our free institutions, that leave every post of greatness, every avenue of success, open alike to all. Yea, that take by the hand the humblest child of the Republic, and with fostering care, if he will but help himself, conduct him to wealth and fame.

IRON & SHIP BUILDING WORKS OF PUSEY, JONES & CO.

These extensive works in Wilmington, are located at the foot of Poplar street, on the Christiana river, and the yards and works are several acres in extent. The business was first founded in 1849, and though several changes have been made by the individual partners, the original firm name, Pusey, Jones & Co., is still retained. All kinds of machinery is made at the works, but the great specialty of the establishment is iron ship building. They build iron ships, exclusively, of every size and style, from a propeller to a grand floating palace of 2,000 tons burden. They do all the work, from a rudder to an engine, from a piston to a walking beam, in their own establishment. They also build engines for other parties, though for the most part these are used in their own ships. They usually make five or six large ships a year, and they have made as high as eight, which is the full capacity of the works. Their ships and boats can be seen to-day on most of the waters of the Western Continent, though their market is wherever they can find purchasers. They likewise make a specialty of repairing ships, and they give steady employment to from three hundred to five hundred workmen the year round. The works have added largely to the prosperity and growth of the city, and well deserve the great success and reputation they have achieved.

WALTON, WHANN & CO.'S PHOSPHATE WORKS.

These celebrated phosphate works are located in the suburbs of Wilmington, and the proprietors have an office in the city at 203 West Front street. They also have offices and warehouses at No. 28 South Wharves, Philadelphia, and at 16 Bowley's wharf, Baltimore. The fertilizers offered by Messrs. Walton, Whann & Co., are probably wider known among the farming community than those of any other manufacturer in the country. There are few farmers, from the Atlantic to the Pacific, from Maine to the Gulf of Mexico, but what have used the fertilizers of this firm, as they manufacture all kinds, suitable for all crops and climates. In view of these facts a history and description of these works will be of interest to the farmer readers of this book.

Messrs. Walton, Whann & Co. commenced business in a small way, and their manufactures were limited at first, but the reputation of their fertilizers increased, and in a short time they commenced the erection of their present works, which are the largest and best appointed in the United States for the manufacture of commercial fertilizers. Every process of manufacture from the crudest form of raw material is now carried on in these works, requiring the services of seven steam engines, aggregating nearly three hundred horse power, all of which are used in preparing the material and the manipulation of these fertilizers. The buildings are of the strongest and most substantial character, and together with the lands and machinery, cost upwards of two hundred and fifty thousand dollars. They have in successful operation at their works, a set of the largest sulphuric acid chambers in the country, the entire product of which are used in the preparation of their fertilizers. Their factory is connected by tracks, running directly into their storehouses, with the Philadelphia, Wilmington & Baltimore, and the Wilmington & Reading Rail Roads, and through them, with every important road in the country. Their wharf front has been extended so that they now have over 1000 feet of wharfage, of sufficient depth of water to accommodate vessels of seven to eight hundred tons capacity, which they load and discharge by steam power.

These unequalled facilities enable them to receive crude materials at the lowest possible cost, and to ship their finished articles at an expense trifling in comparison with that of other factories less favorably located. Using, as they do, very large quantities of raw stock, they are thus enabled to buy by the cargo or train load, and to control many sources of supply which are inaccessible to the small buyer. The long experience of Messrs. Walton, Whann & Co. in their business, together with the capital and skill at their command, gives strong assurance to every consumer that they are enabled to do what they profess, viz: to make the best fertilizer for the money which can possibly be manufactured, and from the reports of the planters and farmers, north and

south, it is evident that their bone-dust and phosphates already occupies this high position, and that the proprietors are fully determined that everything that science, capital and experience can do to maintain this high standard, will be employed without stint.

PAINT MANUFACTORY OF JAMES BRADFORD.

The paint and varnish works of Mr. James Bradford, located at Nos. 6 and 8 East Third street, are the most extensive, and only really important works of their kind in Wilmington, and were established by the present proprietor about the year 1847. The building occupied is four stories high, 40 by 50 feet, and admirably arranged for the business.

The first story of the splendid structure is used as the salesroom, in which there is a large stock of white lead, zines, paints, poco brown, putty, oils, varnish, turpentine, brushes and window glass.

The manufactory occupies the upper stories of the building, and nearly all the above articles are manufactured here, and are as pure and of as high a standard as those of any maker in Philadelphia or New York.

The establishment gives employment to twenty hands in all departments, and the products of the factory are sold in Wilmington and throughout the States of Delaware, Maryland and southern Pennsylvania. Mr. Bradford is a native of Wilmington, and is quite popular and justly esteemed for his principles of honor and strict integrity.

THE FLEETWOOD SAW WORKS OF TRUMP BROS.

One of the most important industries of Wilmington are the works of Trump Bros., manufacturers of the celebrated Fleetwood and Dexter Scroll Saws. The first successful saw especially adapted to fine work was invented by this enterprising firm, and patented July, 1872. The invention was called the Fleetwood Scroll Saw, in honor of Fleetwood Park, New York, a name which has since become famous, and the machines that bear it are known and used in almost every part of the world.

Shortly after receiving their letters patent, the inventors purchased a lot and erected a manufactory in Wilmington on Beech street, near the Wilmington & Northern Rail Road, in the south-western part of the city, and began the manufacture of their machines on a scale proportionate to the demand for them. The business of the firm of Trump Bros. in the manufacture of these saws has been steadily increasing from the first, until their saws have become celebrated in a great many of the civilized countries of the globe.

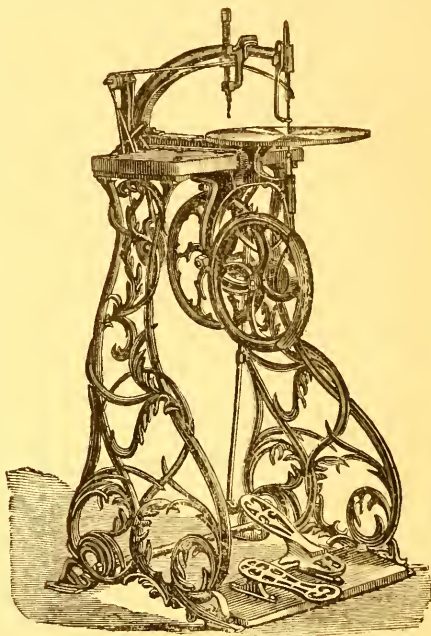
Their manufactory is a two-story brick building, 30 by 60 feet, with a one-story addition, 25 by 40 feet, used as a fitting-up room. On the first floor of the main building is the machine shop, office, paint shop, and engine room. There are seven lathes in the machine shop, several of them new, besides three milling machines, one six spindled drill, one five spindled drill and one three spindled drill, and a number of special tools, all of which are driven by a five horse-power vertical engine.

The castings used in the saws are made by Wilson, Parsons & Co., of Bridgeport, Conn., and are of the very finest description, and are really marvels of the moulders' skill. The reason they pay the freight on them all the way from Bridgeport, is because there are no foundries in Wilmington, or in any town convenient, that are able to make them. In general appearance, the Fleetwood Saw is not unlike a sewing machine, though they occupy less space than the average sewing machine, and in the neat and tasty style in which they are finished, would be quite an ornament for the sitting room or parlor. It consists of a cast iron frame, supported on a stand also of cast iron, and of beautiful design. From the rear of the frame extends, upward and forward, an arm, similar to the arm in which plays the needle bar of a sewing machine. Vertically, at the extremity of this arm and in a groove cut for the purpose, works a spindle, to the lower end of which the upper end of the saw is attached by

means of a set screw. There is no second, vibrating arm like that on a sewing machine, but a finely tempered steel spring, screwed at one end fast to the cast iron frame and extending up under the stationary arm, and with a shape corresponding to it, has a tendency to keep the spindle raised, and as the lower end of the saw, after passing through a small hole in a cast iron plate, veneered with walnut, is secured to a reciprocating spindle below, it is always kept at a proper degree of tension. The lower spindle is operated by a common crank pin on a Pitman pulley, against the periphery of which runs a larger wheel, operated by a crank and treadle. A balance wheel on the same shaft with the Pitman pulley, gives an easy and steady motion to the machine. This cut gives an excellent idea of the general appearance of the No. 1 Fleetwood Scroll Saw in complete running order. The No. 2 Fleetwood is similar to this in all respects, except that it is plainly finished, has no wheel guard, and the iron table is japanned instead of being veneered with walnut.

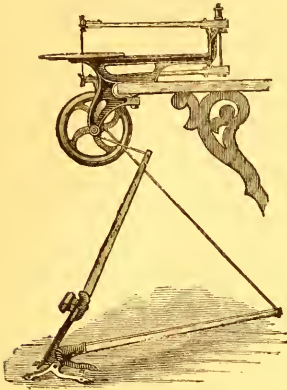
Two very important attachments have recently been added to these machines, either one of which is almost indispensable. The most desirable of the two is the boring and drilling machine. It can be readily secured to the machine, and will bore very rapidly a smooth, clean hole, one-eighth of an inch in diameter, or less, in wood or metal. By using the Morsetwist drill, which is provided for each machine, and running at a very rapid motion, the most delicate piece of wood can be bored without splitting. The drill can be started or stopped in a moment, and can be used separately without taking out, or even checking the saw. The other attachment is called a "blower," and is a very neat and serviceable little contrivance for keeping the lines of a pattern that is being sawed free from sawdust. Its great simplicity and freedom from derangement are not the least of its merits. It consists of a brass cylinder, fastened securely to the guide of the upper saw spindle, with a plunger or piston, and head, which fits on, and is secured to the top of the spindle. When the machine is in motion the piston works rapidly up and down in the brass cylinder, and at every downward stroke a strong puff of air is emitted at a hole in the lower end of the cylinder, and being aimed directly at the pattern, effectually clears it of all dust, etc., leaving the lines perfectly distinct. The whole weight of the No. 1 Fleetwood Saw, with all the attachments, is only 56 pounds. It is sold, complete, for \$25.00.

In addition to the machine just described, Messrs. Trump Bros. make a cheaper saw, which they call the Dexter Scroll Saw. The general principle of the Dexter is the same as the Fleetwood, and, therefore, a description is unnecessary, the only important difference being the substitution of wood in this machine for iron in the other, and an arrangement by which the steel springs in the Fleetwood are dispensed with. The treadle is also made of wood, and is a peculiar and ingenious contrivance, admirably adapted to the purpose to which it is put. The Dexter will not do as fine work as the Fleetwood, and has neither the drilling



COMPLETE FLEETWOOD MACHINE.

nor blower attachment, but in all other respects it is quite equal to it, and is very well liked, being considerably cheaper, and, therefore, within the reach of a great many who cannot secure the higher priced machine. The saws used in these machines, being the same in both, range in size from No. 000, which are about 1-50 of an inch wide, and 1-100 of an inch thick, to No. 7, which are about 1-16 of an inch wide and 1-50 thick.



DEXTER MACHINE.

They send a great many machines to England, Germany, South America, Canada, Australia, Sweden, France, Spain, and Russia. To the last named country a recent consignment of 50 machines was shipped, consisting of 26 Fleetwoods and 24 Dexters, besides 6 Dexter emery grinders. On the 18th of November last, 6 Dexter machines were sent to Australia, and about a month previous to this time 6 Fleetwoods were shipped to the same place. The capacity of the factory at present is about 7 Fleetwood and 10 Dexter machines per day. Of the latter machine, which has only been in the market since the first of November 1876, 1,300 have already been sold. Over 6,000 Fleetwood machines have been sold, the first 161 of which were manufactured at Port Chester, N. Y., where Messrs. Trump Bros. located temporarily before coming to Wilmington.

During the past three years of general business depression, the factory has not been stopped once, and more it has been running on full time, week in and week out, sufficient orders being always on hand to keep all the men steadily at work. Letters literally pour in from all quarters of the country, containing inquiries about the capabilities, price, &c., of the scroll saws, and the firm receive and dispatch daily a larger mail than any other business concern in Wilmington.

A great many people have an impression that the scroll saws are merely toys and playthings for children and indolent people, which is entirely erroneous. The Messrs. Trump Bros. sell more machines to real artisans and hard workers, who want them for business purposes, than they do to amateurs, though they sell a large number to that class also. These machines will do a large variety of work, of which one would scarcely think them capable. They will saw bone, ivory, shell, gold and silver, zinc, tin, lead, and other soft metals.

CARRIAGE MANUFACTORY OF COOLING & BROTHER.

The extensive and well-known coach manufactory of Messrs. Cooling & Bro., is located in Wilmington, at Fourth and French streets, and is one of the largest in the city. This firm make a specialty of heavy work, such as Victorias, Bratts, Chariotees, Clarences, Landaus, Landauettes, and Coupés, and they have the requisite skill, experience, capital, and other facilities for succeeding in this branch. They manufacture carriages for the eastern, southern, and western markets, for New York and Philadelphia, and have often shipped them to Europe. Elegance of finish, stylishness, durability and lightness are the characteristics of their work. The large five-story manufactory now occupied, was erected at the time the business was first established. This was in the year 1865, the firm name being Cooling & Lloyd, and the partners and founders of the business were Joseph N. Cooling and Isaac V. Lloyd. They continued together until 1868, when Samuel Cooling was admitted to the partnership, and the style of the firm became Cooling, Lloyd & Co. Subsequently Mr. Lloyd withdrew from the firm, and it assumed its present style, Cooling & Brother. Besides doing heavy work, they also construct light vehicles of every description. They use the very best material, which, combined with the highest mechanical skill, has resulted in making them a name and a reputation almost world-wide. The proprietors are both practical, and superintend the minute details of their large manufactory.

HOUSE FURNISHING ESTABLISHMENT OF FLINN & JACKSON.

The old established house of Messrs. Flinn & Jackson, located at 219 Market street, is the largest and most extensive establishment of the kind in Wilmington, or even in the State of Delaware. The business was founded in the year 1855 by the father of the present Mr. Flinn, and Mr. J. H. Jackson, now President of the Jackson & Sharp Car Manufacturing Company of Wilmington. The present partners, Mr. J. R. Flinn and Mr. Jos. L. Jackson, took possession of the business in the year 1868, and have been conducting it successfully on a very large scale ever since.

The premises of the firm on Market street are admirably adapted to the business, being in a very eligible location and easy of access. The building is 25 feet front by 120 feet deep, running through to Shipley street, every portion of which is occupied by the firm in the execution of their business. The principal articles kept in stock are stoves, heaters, ranges, table cutlery and wooden ware, and all kinds of house-keeping articles. The stove, heater and range department is stocked to repletion with everything pertaining to a first-class establishment. Their assortment of stoves is always large, and comprises the latest improved styles for kitchens, parlors, dining-rooms and halls. They make all kinds of heaters, and put them up at short notice. They make a specialty of vessel work and galley furniture, and they employ in all departments from fifteen to twenty-five hands. They employ competent workmen and can do the very best of work promptly and to the satisfaction of those who entrust them with an order.

Some idea of the business conducted by this firm may be formed when it is stated that they keep on hand a stock worth from \$20,000 to \$30,000, and that their sales in one year have amounted to over \$80,000. They do the greater part of the work in Wilmington and vicinity of heating dwelling-houses and public buildings. Both members of the firm have had a long experience in this and other departments of their business, and the most minute details of the same come under their supervision. Messrs. Flinn & Jackson are natives of Wilmington, and are well and favorably known in the city and throughout the State of Delaware, as honorable and reliable business men.

Their salesroom on the first floor is conveniently arranged and everything is carried out in a systematic order. Every inch of space is occupied here with the stock on hand, and the customers of this firm are always sure of getting what they want.



DELAWARE JUNCTION.

Two miles below Wilmington is the Delaware Junction, where the Delaware Rail Road, or the Delaware Division of the P. W. & B. R. R., intersects with the main line. The cars from the main line are run over these tracks, and passengers are transferred from one road to the other without change of cars. The Delaware Rail Road has its terminus at Delmar, and is nearly one hundred miles

long. It traverses what may be called the garden of the United States, and more peaches, strawberries, cherries, and other fruits and vegetables are raised along and carried over this rail road, for its length, than on any other road on the Western Continent. The State of Delaware, or the Peninsula, as it is often called, is especially a great peach growing country, and in the peach season thousands of baskets of this luscious fruit are shipped by the car load daily to Philadelphia, New York, Boston, Baltimore and other large cities. During the last ten years, ending October 31, 1876, 33,208 car-loads of peaches, and 4,551 loads of berries have been shipped over the Delaware Rail Road and its branches. During that period the greatest fruit year in this section was 1875, when 9072 car-loads of peaches, and 905 car-loads of berries were shipped by this road.

The P. W. & B. Company have recently leased the Delaware Road for a term of twenty-one years, and they operate it with their own cars, engines and employès. Although the road branches off at Delaware Junction from the tracks of the P. W. & B. Rail Road, yet this Company own the road as far as Frenchtown, on the Delaware division, and this branch being direct from Wilmington by way of the main line, and running through New Castle, the county-seat of New Castle county, is known as the New Castle & Wilmington Rail Road, as far as New Castle, and below that point as the New Castle & Frenchtown Rail Road.

NEWPORT.

At Newport Station is the village of Newport, four miles from Wilmington, thirty-one from Philadelphia, and fifty-two from Dover. Newport is a village of farmers, chiefly, a portion of whom live in the compactly built part of the town, near the depot, and the remainder are scattered at short intervals for the distance of a mile or so, in either direction, particularly on the north, on the same side of the rail road as the town. There is, however, two or three important manufacturing establishments in the vicinity, but the people depend for the most part on their rich and well cultivated farms for a livelihood, no small share of their products, (among them fine fat beeves, vegetables, fruit, poultry, &c.,) finding their way to the Wilmington market. Newport has a bank, three churches, a public school, and about 500 inhabitants, characterized by a good degree of enterprise and wealth. The industries of the place consist of two rolling mills, a spice mill, a woollen mill, and a flour mill. There is also a hotel here called the "Farmers' Hotel."

STANTON.

About three-quarters of a mile north of this station is the village of Stanton, on the north side of White Clay Creek, just above its junction with Red Clay Creek. It is a small village, containing about 50 dwellings, but is delightfully located in the midst of a farming community, with fertile and highly cultivated farms, most of the people in, as well as around the village, obtaining their livelihood by agricultural pursuits, being engaged in both general farming and in raising produce for the market. There are, however, a number of manufacturing establishments here, among them the woollen mills of James H. Taylor, at which a number of persons in the village, male and female, find employment.

The celebrated flouring mills of Messrs. Tatnall & Richardson, of Wilmington, a sketch of which is given in this book under the head of "Wilmington Industries," is located here. Stanton is six miles from Wilmington, and almost directly west from it. It is about the same distance from New Castle, the county-seat of New Castle county, and is sixty-four miles from Baltimore and thirty-three from Philadelphia.

PENCADOR.

The next station reached after leaving Stanton is Pencador, thirty-eight miles from Philadelphia and eleven miles from Wilmington. It is located in a community of rich farms and milk and butter dairies. There are also numerous fruit farms in the vicinity, and the country hereabouts is considered the most beautiful and picturesque part of the State of Delaware. The farmers are thrifty, and their farms are well stocked and cultivated in the highest style of modern American farming.

NEWARK.

About a mile from the rail road depot is the pretty village of Newark, with one of the finest locations in the State of Delaware. The view toward the south is a mild and delightful one, stretching far across the summit of the Delaware Rail Road, almost, or quite, to the banks of the Delaware river, and southward indefinitely. On the north and northwest, the ridges and summits of the Pennsylvania mountains rise in view and spread before you an extensive, varied, and most beautiful landscape scene. It is not so grand and picturesque as some that might be named, but sufficiently so to please the eye and prevent anything like an impression of tameness, while for variety, loveliness, and, to some extent, sublime beauty, it is rarely excelled.

The main street of Newark is straight, broad, and of considerable extent, and might be made a beautiful street. Some of the residences and other buildings are neatly and tastefully built. The town contains two well-known and celebrated institutions of learning: the Newark Academy, under charge of Rev. J. L. Polk, and the Delaware College, with Dr. Purnell as President. The College buildings have a pleasant and somewhat elevated location, standing directly at the head of the road, or street, that leads to the depot, and commanding an open and most delightful view in all directions. The town also contains a bank, a paper mill, a woolen factory, a carriage factory, an agricultural implement establishment, and some other manufactories, with a fair number of artisans and quite an amount of local trade. Newark is situated in the western part of White Clay Creek Hundred. The Pennsylvania & Delaware Rail Road runs through the eastern end of the town. It is about 12 miles from Wilmington and 5 from Baltimore, and has a population of about 1500.

Delaware College is a characteristic feature of Newark, and is one of the most popular institutions in this part of the country, of which Dr. Wm. H. Purnell is President. There is no better location in the country for an institution of learning than Newark, a quiet retired village, free from all noise and bustle, and from the contaminating influences which surround many country towns and villages. The climate here is remarkably mild and healthful, and the College enjoys the further advantage of being situated at the head of the peninsula

formed by the Chesapeake and Delaware Bays, at a point where the communication is constant with Washington, Baltimore, Wilmington, and Philadelphia, by the P. W. & B. R. R., and with all portions of Delaware and the eastern shore of Maryland and Virginia by the Delaware Rail Road and its numerous branches. These rare facilities give the institution the advantage of perfect retirement so requisite for study, combined with ready and convenient access. The Delaware College is one of the very best institutions of the kind in the country, and its trustees and faculty are gentlemen of the highest standing and culture in the State of Delaware. Both sexes are admitted to the class-rooms, but young men only are permitted to room and board in the College buildings. Besides the usual classical and scientific courses, this College gives to young men of proper age and acquirements a thorough course of instruction directly pertaining to agriculture, which is of great benefit and enables them to conduct the operations of a farm intelligently and profitably. They enter into discussions of the most improved methods of conducting the practical operations of the farm, garden and nursery, to give the results of well-tried experiments, and to show how they must be conducted to make them of practical value. In carrying out this admirable design the College has the advantage of using the farm of the Professor of Agriculture, embracing about 70 acres of well improved land adjoining the town of Newark, containing meadow, tillage and pasture grounds, twelve acres in truck gardens, eight acres in small fruits and vineyards, five acres in apples, pears, peaches, and plums, and the whole place well supplied with stock, tools, and farm machinery.

Newark Academy was incorporated in 1769, and has been in successful operation for over one hundred years, occupying for a long time the position of the only literary institution in this region. Though for many years it has had competitors on every hand, it has still sustained its high character, and has received the confidence and patronage of a large section of country. Miss Chamberlain has been the Principal of the school for a number of years past, but Rev. J. L. Polk, of Newtown, Md., has recently been elected to fill that position and will take charge in September next.

ELKTON.

Elkton is the county-town of Cecil county, and is pleasantly situated at the head of Elk river, a small winding stream, navigable to its head only for the smallest craft. The population of Elkton is 2000 persons, who are, for the most part, progressive and enterprising. The town has a Court House, built in 1791, with county offices, county clerks, Sheriff, Register and Recorder, and County Commissioner. It has a National Bank, called the "National Bank of Elkton," of which James Tome, Esq., is President, and Charles B. Finley, Esq., Cashier. Owing to Elkton being the county-seat, it is a field for the talent of a number of legal gentlemen, many of them of marked ability. Judges Wicks, Robinson and Stamp sit on the bench during sessions of court. The county has recently erected here a large and commodious jail, which will meet all its requirements for many years to come. The Lodge of Odd Fellows own a large building here: the upper story contains the apartments of the lodge, the second is a large hall for holding entertainments, while the lower floor is used as offices for lawyers and others. The Mutual Fire Insurance Company of Cecil County also has its office on the first floor of this building. Mr. T. A. Ellis is

Secretary, and Mr. Wm. Torbert, President of this reliable Company. There is also a lodge of Knights of Pythias at Elkton, and churches of the Methodist, Presbyterian, Episcopal, and Catholic denominations. The town contains four hotels, as follows: Howard House, William Falls, proprietor; Felton House, O. Clemson, proprietor; Farmers' and Mechanics' Hotel, J. B. Price, proprietor, and the Rail Road Hotel.

Elkton contains about half-a-dozen first-class stores, dealing in merchandise of various kinds, with a number of smaller ones. The town for its size, is well supplied with newspapers, having two county papers published within its borders: the *Cecil Democrat* and the *Cecil Whig*, both ably conducted, and both circulating largely in Cecil county. Mr. G. W. Clarkshan is editor of the *Democrat*, and Mr. H. R. Torbert of the *Whig*. The Post-office at Elkton is in charge of a lady, Mrs. M. M. Mahan being post mistress. There are two drug stores in the town, and the following physicians: Drs. H. H. Mitchell, C. M. Ellis, R. H. Tuft, Jas. H. Frazer, and J. H. Jamar. Quite a number of prominent men reside in the town and vicinity, among whom may be mentioned Ex-Gov. James B. Groome, Hon. Hiram McCullough, Ex-Member Congress, and Hon. Alex. Evans, Ex-Member Congress. Ex-Postmaster General John J. Creswell, and Rev. James McIntire, Collector of Internal Revenue, reside in handsome country seats near the town. A stage runs from Elkton to Chesapeake city, which is six miles south of Elkton. There is another stage which runs to Cherry Hill, four miles to the north, and thence to Lewisville, Pa., which is 9 miles north of Elkton. Both stages meet the early morning trains from Philadelphia and Baltimore and carry the mail.

There are several important manufacturing establishments in Elkton and vicinity. On two small streams, having a good water power, there are situated mills and factories from one to six miles from the town. The paper mill, at which all the paper used in printing the largely circulated and well-known Philadelphia *Public Ledger*, is located on one of these streams about four miles from Elkton, and is under the supervision of Mr. Harry Carter. The *Ledger's* immense circulation, nearly 100,000, consumes the entire production of these mills. There is also a paper mill here, operated and owned by Mr. J. D. Carter, which makes the paper for the Baltimore *Sun*. Messrs. Harlan & Bro. operate another paper mill in the vicinity, though their production is of a coarser grade of paper than the two referred to above. About two miles from Elkton are the rolling mills of the McCullough Iron Company, who also run several other mills in different localities. The factories of the Elk Mills Company are situated four miles north of the town, where a large quantity of linen diaper, for table cloths, is manufactured. Wm. F. Baldwin is President, and Daniel L. Baldwin Secretary and Treasurer of the Company. The Rail Road station of the P. W. & B. Company at Elkton, is a brick building one story high, and is designed and built something similar to the depot at Chester, Pa., on this road. Elkton is 45 miles from Philadelphia, and about 53 miles from Baltimore.

NORTH EAST.

At this station is located the town of North East, containing a population of 1200. It is situated at the head of North East river, and derives its prosperity from its manufactures and agriculture. The land in the vicinity of North

East is of good quality and adapted to the production of grain and hay, the latter of which extensive crops are raised, and in the market is rated above that produced in other sections. The land is kept under a high state of cultivation. Fruits and vegetables are grown in abundance, but are not extensively cultivated, most attention being given to the crops of hay and grain.

The town of North East has a public school and two private schools. It also has two churches—a Methodist and Episcopal. Rev. J. B. Wilson is pastor of the M. E. Church, and Rev. E. K. Miller of the Episcopal. It has two hotels, the North East Hotel, B. F. Thomas, proprietor, and the Rail Road Hotel, Jacob Gilbert, proprietor. It has seven stores dealing in groceries and general merchandise, with numerous small shops and stores, three drug stores, and three physicians. The town has an Odd Fellows' Lodge, a Lodge of Red Men, and a Lodge of Mechanics, all having a large number of members. The postmaster here is L. W. Thomas, faithful and efficient in his office. In the spring season shad and herring are caught in great numbers, and on either side of North East river are numerous fisheries which give employment to a large number of persons.

North East has some important industrial establishments within her limits. The McCullough Iron Company, an extensive corporation manufacturing sheet iron, have large mills here, employing about 80 hands. They also own mills at Elkton, Md., Rowlandsville, Md., and Wilmington, Del., the President of the Company being Mr. D. McDaniel. Fire brick and brick linings for stoves, ranges, &c., are manufactured by two companies, one called the Green Hill Fire Brick Company, and the other the Cecil Fire Brick Company, both of which manufacture extensively. The North East Woolen Mills, of which Mr. H. C. Johnson is proprietor, manufacture cassimeres, flannels, jeans, tweeds, common and fancy stocking yarn, &c. Robert Whitehead owns a large mill near the town, and manufactures cassimeres and yarn. There are several flour and grist mills in the immediate vicinity of the town, and there is a steam saw mill in the town operated by Davis & Pugh, who also own a large lumber yard.

A stage line runs from North East, carrying the mail and passengers to Bayview, which lies three miles to the north; also to Zion, two miles north of Bayview, thence to the Brick Meeting House, still two miles further on, which is the end of this route. The McCullough Iron Company own a large farm and cultivate it extensively. Other large farmers in the vicinity are D. McDaniel, Walter Armstrong, and Wm. Weaver. The P. W. & B. R. R. offers unequalled facilities for transportation both north and south. The obliging and efficient agent of the Company here is Mr. G. W. Cosden. North East is fifty-two miles from Philadelphia and forty-six miles from Baltimore. The depot of the P. W. & B. Company at North East, is a frame structure, painted and papered, and presents a very creditable appearance; the ladies' room especially, as it is carpeted and nicely furnished. The Company, at this station and at Elkton, have large warehouses to accommodate their freight traffic.

CHARLESTOWN.

Charlestown station is three miles south of North East. Near it is located the town of Charlestown, on the North East River, a small town with a population of 400. It contains a Methodist Church, a public school, post office,

hotel, (Cecil House,) and two stores. The proprietor of the Cecil House is V. B. Alyard, and the post-master is W. T. Richardson. Most of the people of the town are engaged in agriculture, and there are also a number who gain a livelihood by fishing, the streams in the vicinity abounding in fish of various species.

Though Charlestown is a small town, it is laid out regularly into squares and streets, but they are yet sparsely built upon. It is beautifully located on the west bank of the North East river, and commands a picturesque view of the Chesapeake bay for a distance of over twenty miles. It is admired by all visitors, and it has often been said that it is the most beautiful location in the State of Maryland for a town. You can stand in almost any part of Charlestown and take in, at a glance, the mouths of the North East, Elk, Sassafras, and Susquehanna rivers, with their hundreds of sails, as they empty their waters into the Chesapeake. It is a healthy location at all seasons of the year, and in the vicinity there are highly productive farms in the hands of enterprising and intelligent men. Mr. W. T. Richardson keeps a first-class village store, with a fine stock of goods necessary for the wants of his patrons. A short distance south-west of the town the Seneca Point Club Company, of Philadelphia, own a fine farm, on which they have a very handsome and commodious dwelling and club house, surrounded by tastefully laid out gardens and lawn, where they reside during the summer season with their families. Few places are as pretty as this one, and the land is kept in a good state of cultivation.

PRINCIPIO.

This station is located near a point of Chesapeake bay, and is six miles from Elkton, fifty-seven from Philadelphia, and forty-one from Baltimore. There are numerous fisheries along the bay, and large numbers of fish and oysters are shipped from this point. A new station house was erected at Principio last year, costing over \$3,000. When first built it was consumed by fire before being occupied, but it was immediately rebuilt again.

PERRYVILLE.

This station and town of the same name is beautifully situated on the east bank of the Susquehanna river, near its mouth, and contains a population of about 400, who are for the most part boatman and fishermen. Another important industry of the place is duck shooting, and large numbers of ducks are shot on the Susquehanna and shipped to the markets of our large cities. Perryville has a good hotel, which offers first-class accommodations for sportsmen and others who visit the town. The rail road here crosses the Susquehanna river over a bridge a mile long, that being the width of the river at this point, only about a mile from where it empties into the Chesapeake bay. The bridge over the Susquehanna consists of thirteen spans, and during the past four or five years the wooden structure has been replaced with one of iron. This is one of the longest and finest pieces of railroad bridge architecture in the world, and is built in such a manner as to be as safe as any part of the road.

The P. W. & B. Company have a branch road from Perryville to Port Deposit, a distance of four miles. Port Deposit is the terminus of the Baltimore Central Rail Road, and a town of considerable importance, having a population of about 2,000.

Although Perryville is one of the oldest towns in the State, it has made slow progress in improvements. It has beautiful farms surrounding it, and fine views are afforded of the bay below. In the town there is one hotel, one store at present, a post office, two places of public worship, and one public school. The P. W. & B. R. R. Company have, of late, improved their depot, and now have a very fine one, something similar to those on the suburban part of the road. There are beautiful flower gardens adjoining the depot, and just opposite is a splendid park, laid out by the Rail Road Company. The trees are well started, and lots are to be sold here to gentlemen from the city who desire to build suburban residences. A new rail road is being run through Perryville, called the Port Deposit & Columbia Rail Road, and when it is completed the inhabitants of the place look for their little town to "brisk up." The R. R. Company have a large watering house, with three stories of tanks at this point; also an engine house and wood and coal sheds. The post-master at Perryville is Mr. W. H. Cole.

HAVRE-DE-GRACE.

Immediately on crossing the long bridge over the Susquehanna, the train stops at Havre-de-Grace. Havre-de-Grace is one of the most important towns in the northern part of Maryland and has a population of 3000, and the town is laid out along the river and very pleasantly situated. The fisheries of the place and duck shooting are among the important industries of the town. Like Perryville, Havre-de-Grace has good hotel accommodations for sportsmen who visit here during the shooting and fishing seasons. The duck shooting season lasts nearly all fall and winter, during which time the place is the resort of good marksmen, while there are others, natives of Havre-de-Grace, who make a business of shooting ducks, which, in good seasons, proves to be a very remunerative one.

The three principal hotels of Havre-de-Grace are the Haford House, J. F. Jones, proprietor; United States Hotel, John P. Adams, proprietor; Nixon Hotel, James Nixon, proprietor. The town has a newspaper, the *Havre-de-Grace Republican*, a well conducted public school, and churches of the Methodist, Presbyterian, Episcopal, and Catholic denominations. Besides the accommodations offered by the running of the P. W. & B. Rail Road through the town, it also has the advantage of transportation facilities up and down the Susquehanna river and Chesapeake bay by boats. Indeed, there are few towns that have equal facilities with Havre-de-Grace in this respect.

The most prominent manufacturing establishment of the place is the large steam saw mill and sash factory of M. O. DuBois, which gives employment to about thirty-five workmen. The lumber used in this factory is brought down the Susquehanna river in the log, and by raft from the great lumber region of Pennsylvania. At the factory it is manufactured into material of various kinds, to be used in the construction of dwellings and other buildings. D. M. Boyd and Jesse Hilles are the leading coal merchants of the town, while a general store and mercantile business is carried on very extensively by J. Thomas Frize and Amos Spencer. Havre-de-Grace also contains about twenty smaller stores and saloons. It is sixty-one miles from Philadelphia and about thirty-seven from Baltimore.

OAKINGTON.

This station is two and one-half miles south of Havre-de-Grace, and is situated in a country district, about thirty-four and one-half miles from Baltimore. The Company have a neat depot at this point, but employ no agent, the business of the station not warranting that expense. A mile further on is SWANSBURG station, but the Company have no agent here, and have not yet erected permanent buildings.

ABERDEEN.

At Aberdeen station there is a little village of the same name, with from seventy-five to one hundred inhabitants. It has a post office, two churches and a public school. Aberdeen is located in the eastern part of Hartford county, Md., and is about two miles from the western coast of Chesapeake bay. It is sixty-six miles from Philadelphia and thirty-two miles from Baltimore. SHORT LANE, a flag station, is a mile and a-half from Aberdeen, and is located in an agricultural district, while near the Chesapeake coast the inhabitants are engaged in catching oysters and fish. The best eating fish in the market are caught in the waters of the Chesapeake, and the oysters taken here are noted for their excellent qualities in restaurants and dining rooms.

PERRYMANSVILLE.

Four and one-half miles from Aberdeen is the station at Perrymansville, a village of farmers, containing about 400 population. It also contains a woolen mill, a sash and door factory, post office, public school, four churches, and some dozen stores dealing in merchandise of various kinds. Perrymansville is also in Hartford county, and the land in the vicinity is quite productive and devoted principally to raising crops of hay and grain. There is no part of the State of Maryland, or in fact any State, in which such large crops of hay are raised, and in the market it is generally rated above that produced in other localities. The P. W. & B. Rail Road offer excellent facilities for shipping the products of the soil to the large cities of the East and South. Perrymansville has been one of the many towns and villages which the P. W. & B. Rail Road has been the means of bringing into existence. The tracks run directly straight hereabouts for a distance of over ten miles, and a train of cars could be seen for a long distance, as there is nothing to break the view. From some parts of Perrymansville and its surroundings, the Chesapeake bay can plainly be seen, which offers a pretty view, while the scenery to the north of the town is also attractive and pleasing to an appreciative eye. Perrymansville is twenty-eight miles from Baltimore and seventy miles from Philadelphia.

BUSH RIVER.

This station takes its name from the river of that name, which the rail road here crosses over an iron bridge about three-quarters of a mile long. Bush river, though nearly a mile wide, only runs about a distance of eight miles out from the bay. Being isolated from the interior, this station, from a business point of view, is of minor importance. The fisheries here are valuable and almost unlimited in extent, fish being caught nearly the whole season round. During the early months of spring large numbers of these funny inhabitants of the deep are sent to Philadelphia and Baltimore. For those desiring to pass a

few weeks in boating and fishing, Bush river offers superior inducements, and many persons avail themselves of the hospitality of the genial superintendent of the bridge, who occupies a palatial mansion pleasantly situated, in preference to whiling away their holidays at more fashionable watering places. From this residence a fine view of the river is obtained, and as the eye glances far out into the distance and meets the huge waves rolling hither and thither, gleaming in the sunlight, nothing prettier or more enchanting can be imagined. A broad beach suitable for bathing, forms another of the attractions of this place. There are wharves here where vessels and boats may load and unload their cargoes. Bush river is about twenty-four miles from the city of Baltimore.

EDGEWOOD.

Edgewood is situated in Harford county, twenty-one miles from Baltimore, directly on the crown of the ridge which divides the waters of the Gunpowder and Bush rivers, and equally distant from either, the distance being three miles. Although it does not rise to the dignity of a town, yet the country adjacent is very thickly settled. There is a school house, a post office, an express office, a hotel, a store, and several branches of mechanical trades carried on prosperously and evidently increasing in business. The rail road at this point presents a sight perhaps unparalleled in the State, if not in the country; as far as the eye can reach, either way, it is a perfectly straight line.

The geographical position of Edgewood station in relation to the interior of the county, gives it advantages in a business point of view, unequalled by any station on the road south of the Susquehanna. Bel Air, the county town, is about eight miles, (which gives this station about three miles advantage over any other,) and connected by a fine public road, over which a line of stages pass twice, daily. The section of country through which this road passes, ascends, by easy grades, through a highly cultivated and extremely productive succession of farms, and ornamental grounds surrounding numerous country seats, and nearly every eminence which meets the eye is crowned with a handsome residence, many of which have been erected by gentlemen engaged in business in Baltimore, and travel daily to and fro by the accommodation trains. The following post offices are supplied from Edgewood station: Abingdon, 4 miles distant; Emmorton, $6\frac{1}{2}$ miles distant; Bel Air, 9 miles; Hickory, 12 miles; Forest Hill, 12 miles; Thomas' Run, 9 miles. The efficient and courteous post-master at Edgewood is J. Lydings.

This station derives additional importance on account of its proximity to the favorite feeding grounds of the water fowls, which migrate annually in immense numbers to this vicinity to partake of the bountiful supplies of wild celery and other marine plants produced in the shallow waters of Bush river and its tributaries. It is here the canvas-back procures that food which imparts to its flesh that peculiar flavor so inviting and pleasant to the palate of the epicure. As a matter of course, the congregating together of such immense numbers of aquatic fowls, attracts a large number of gentlemen from Baltimore, Philadelphia, and other cities as far north as Boston, to this station for the purpose of indulging in the exciting sport of decoy shooting, in which they seldom fail to secure a large quantity of excellent game.

MAGNOLIA.

Two miles from Edgewood is Magnolia station, located in a very pretty part of the State of Maryland. The place takes its name from the beautiful Magnolia trees which grow in the vicinity, and in the months of May and June yield the fragrant Magnolia blossoms, which are much sought after by all lovers of flowers, and in all our large cities sell readily at three and five cents per blossom. Magnolia is located near the center of a peninsula formed by the Chesapeake bay and Bush and Gunpowder rivers. Although located in a sparsely populated district, it has a post office and country store. The post-master, and also agent of the Rail Road Company at this point, is Mr. John H. Lytle, a very obliging and courteous gentleman.

GUNPOWDER.

This station is situated on the east bank of Gunpowder river, a short but very wide stream emptying into the bay about six miles below this point. The bridge of the P. W. & B. Rail Road, over Gunpowder river, is one of the principal ones on the road, and is over half a-mile long. It was formerly a wooden bridge, but it is being replaced with an iron one as fast as workmen can make the change with the cars constantly passing over it. There are no better fishing grounds along the P. W. & B. Rail Road than those at Gunpowder, many fine species of fish being caught here every season. Gunpowder station is about 80 miles from Philadelphia and about 18 from Baltimore. Immediately on crossing the river is HAREWOOD STATION. It is a stopping place for freight trains and some passenger trains, but the Company have no agent here and have not yet erected permanent station buildings.

CHASES.

This station, located in Baltimore county, Maryland, is 83 miles from Philadelphia and 15 miles from Baltimore, and takes its name from a gentleman who gave the Rail Road Company the land on which to build the station. The neighborhood around is quite thickly settled, and new houses are constantly going up, six having been erected since January last, 1877. Improvements are constantly going on, and before many years Chases will be one of the prettiest of Baltimore's suburban towns. Land in the immediate vicinity has risen in value in one year from \$15 to \$50 per acre, at which price it is being rapidly bought up in lots for building purposes.

There is a new wheelwright and blacksmith shop at Chases, owned and run by Mr. Wm. Ulrich, who is doing a very good business. There are also four stores, three churches, and three public schools in the vicinity. A number of gentlemen doing business in Baltimore own fine residences in the neighborhood, and go back and forth every day by the accommodation trains. The station building of the Company is a neat structure and has lately been improved, having new buildings added to it and repainted inside and out. Mr. Frank P. Lewis, a promising young man of excellent ability, is telegraph operator and agent for the rail road. He is also assistant post-master, and discharges his duties faithfully and satisfactorily.

The water and landscape scenery about Chases is indeed beautiful. The Gunpowder and Bird rivers, and Seneca and Dundee creeks, are all within one-half

mile to two miles of the place. In these rivers and creeks fish are to be found in abundance, and in the spring and fall from two to three ear loads of fish are sent from Chases daily. These go to Philadelphia principally, though some go to Baltimore. They are caught here by seines and comprise some fine species, such as Perch, Rock, Shad, and Herring. These waters are also used for wild-duck shooting, which is a very favorite sport with gentlemen from New York, Philadelphia, Baltimore, and Washington, who, in the duck shooting season stay here for several weeks at a time. The shooting season here is in the spring and fall, when the wild fowls come here in large numbers, and in winter and summer they go north to Canada. Some of the prominent gentlemen sportsmen who shoot in this section are Wm. P. Clyde and H. Foster Higgins, of New York; B. H. Knight, C. E. Claghorn, and H. P. Sloan, of Philadelphia; George Small, P. P. Pendleton, Dr. Wm. H. Keener, of Baltimore, as well as many others from these cities of equal prominence.

A characteristic feature of Chases is the handsome modern residence and grounds of Mr. Wilmot Johnson, a wealthy retired gentleman, whose home is often visited by a number of our distinguished statesmen, such as Senator Bayard, of Delaware, Hon. John L. Cadwallader, and others. There are a number of productive and highly cultivated farms in the vicinity and the surrounding country, from which there is sent a great deal of produce to the markets of Philadelphia and Baltimore.

13-MILE SWITCH.

After leaving Chases, the next stopping place on the road is "13-Mile Switch," which is 85 miles from Philadelphia, and, as is implied by the name, 13 miles from Baltimore. It is only a stopping place, however, no station buildings having been erected here yet.

MIDDLE RIVER.

This station is 11 miles from Baltimore and 87 miles from Philadelphia. Near this place are the club and boat houses of the Maryland Yacht Club, which is a large organization composed of young men from Baltimore. They own a large farm bordering on Middle river, which is kept for a sporting place. Besides this, there are other fine residences and productive farms in the vicinity.

STEMMER'S RUN.

This station is two miles from Middle river, 89 miles from Philadelphia and 9 miles from Baltimore. It is quite a thickly settled locality, though it can hardly be called a town, having but two stores, a post office, a church, two public schools, and a number of fine large residences and also some smaller ones. The post-master and agent of the Rail Road Company here is Mr. Wilson Townsend. Within a mile and two miles of the place are some large and well cultivated farms, some containing as high as five and six hundred acres. This place takes its name from the stream of water here of the same name, which the rail road crosses over an iron bridge of modern build.

BACK RIVER BRIDGE.

This is only a stopping place for trains on the east side of Back river, a wide shallow stream, over which the trains pass by a fine iron bridge. It is the in-

tention of the Company to erect station buildings here at an early day. During the oyster season, a number of oyster boats come up Back river from the bay and transfer their loads to the cars, to be taken to New York, Philadelphia, and Boston. The Chesapeake is about nine miles distant from this point. It is a widely known fact that the oysters taken from the Chesapeake bay possess a flavor superior to those taken from any other oyster producing section of North America. Their superior character is demonstrated by the fact that large quantities are annually transplanted into European waters by foreign dealers. It is estimated that 25,000 persons are engaged in catching oysters in Maryland waters, and about 50,000,000 bushels of the bivalves are annually taken.

BAY VIEW JUNCTION.

At this point, 4 miles from Baltimore, connection is made with the Baltimore & Potomac Rail Road by the Union Rail Road, through a tunnel under the city. Passengers for Washington and the south go right through on this road, while passengers for Baltimore and the west are taken to the President street depot, where connection is made with the Baltimore & Ohio Rail Road. The Baltimore & Ohio is one of the great trunk lines, and has also a branch road from Baltimore to Washington. Freight connection with the Baltimore & Ohio Rail Road is made via. ferry transfer, between Canton and Locust Point. Bay View is the last station or stopping place (there are no station buildings here) on the road before Baltimore is reached.

BALTIMORE.

Baltimore, the southern terminus of the Philadelphia, Wilmington & Baltimore Rail Road, is one of the great commercial seaports of our Atlantic coast. It ranks the fifth city in the United States in regard to population, and has nearly 300,000. It is connected by rail roads with every part of the United States, and being located on a point of Chesapeake bay, has an excellent harbor for vessels and boats of every kind. The bay is crowded with boats, barges, and sailing vessels, as well as steam vessels of every class, all of which move merchandise in immense quantities, and at the lowest minimum of cost.

Baltimore, like Philadelphia, is a great manufacturing city, and the several streams which flow over the edge of the hilly country back of the city, afford immense water-power for the flour mills, cotton factories and iron works. It is also the chief place for the export of tobacco, flour and oysters. But the packing of oysters, fruits, and vegetables is the most important industry of Baltimore, over two hundred houses in the city being engaged in this business, who ship their goods to almost every part of the civilized world. It was here that this great industry had its birth some twenty-five or thirty years ago, and from the smallest beginning it has assumed gigantic proportions, in which millions of capital are invested, and giving lucrative employment to many thousand individuals. The unlimited supply of oysters furnished by the Chesapeake bay and its tributaries, and the close proximity of Baltimore to the great fruit growing counties of Delaware and Maryland, and the unsurpassed rail and water facilities for the rapid transit of freights, give, to those engaged in this line of business in this city, advantages possessed by no other on the globe. And it is a source of pride and satisfaction to Baltimore to point to the fact that

in no other city can hermetically sealed goods be so promptly and satisfactorily furnished, as regards excellence of quality and superiority of flavor, as those "put up" by the leading houses in their respective lines. This fact, no doubt, is due in a great measure to the practical experience of the men engaged in the business, and to the enormous quantities of these articles "packed," not only for home market, but to supply the increasing demands from Europe, and a general knowledge of the wants and peculiar tastes of the people at home and abroad. Since the process of canning has been introduced, oysters, fruits and vegetables have become a common table article, and are no longer considered luxuries, but are actual necessities, as they are cheap and palatable, and add materially to the health and comfort of the people of the civilized world.

The streets of Baltimore are laid out in regular order, and are wide and kept remarkably clean. The city is well supplied with hotels, and has five or six of the best that can be found in the country. The depot of the Philadelphia, Wilmington & Baltimore Rail Road, on President street, is a fine structure, and conveniently reached by several lines of street cars.

As our description of the P. W. & B. Rail Road virtually ends here, we will give a short sketch or review of the road entire. It operates lines of road as follows: Main line, 96 miles; Port Deposit branch, 4 miles; Delaware Rail Road, N. C. & W., N. C. & F., Smyrna branch, and Southwork Rail Road, 98 miles, making a total of 198 miles operated by the Company. In addition to this it has a direct and controlling interest in the Phil'a & Baltimore Central Rail Road and Chester Creek Rail Road. It is, moreover, part owner in the Junction Rail Road, the connecting link between its own line and those of other roads in Philadelphia. The main line is the only direct route between Philadelphia and Baltimore, and consequently the avenue for Washington traffic to and from Philadelphia, New York and the east.

The capital stock of the P. W. & B. Company proper is \$11,536,250, and the dividends paid thereon since 1865 have been 8 per cent. per annum. In equipment, facilities to passengers, and general appointments for doing its work, it is justly claimed that the road is second to none in the country. Its rolling stock and motive power have received the highest commendation from other and larger corporations, as well as from the public. It is furnished with a profusion of iron bridges of eminent manufacture, steel rails, self-adjusting steel frogs and steel crossings, Wharton switches, safety signals, double track all the way, stone and gravel ballast, both Westinghouse and vacuum train brakes, Miller couplers and platforms, and hot water heaters for its cars. In the spring of 1876 the Philadelphia terminal facilities were improved to such an extent as to leave apparently no further room for increasing the comforts and convenience of passengers. Large and beautiful waiting rooms, offices and dining rooms, all the newest methods for receiving, loading and dispatching trains, a systematic and convenient arrangement of general offices on the second floor, all combined, constitute a model passenger station in its truest sense. The new freight depot at Philadelphia, is not only the best arranged for shippers, but is one of the finest exhibits of rail road architecture in the country. This road has shown, during the past season, a capacity for transporting at least six times the ordinary amount of through and local travel, and that without injury to a single passenger.

In trunk line controversies the P. W. & B. Road has borne no part, but has merited and received the good will of all competing rail road Companies by its policy of impartiality. Holding the key to all southern travel, by rival lines, the difficulties to be met are self-evident. The Philadelphia, Wilmington & Baltimore Rail Road Company may be said to embrace in its Delaware Division the entire peninsula, composed of the State of Delaware and the eastern shore of Maryland, such division being the main and, in fact, the only artery opening up that region, and furnishing a direct route for transportation to the principal markets of the country of the vast crops of peaches, berries and other small fruits, for which it is noted. In the season of 1875 there were collected and forwarded to New York, Philadelphia, Boston, Baltimore, Cincinnati, Chicago, and other cities, over 9000 car loads, or 4,538,000 baskets of peaches, besides more than 900 car loads of berries, &c. This Company has pursued steadily, for more than ten years past, the policy of charging to "operating expenses," instead of to "construction account," its large outlay for betterments. In this way, without increasing the stock upon which dividends are to be paid, or the debt upon which interest must be paid, it has changed nearly all of its iron rails into steel rails, its wooden bridges into iron bridges, increased its station accommodations very largely, added eighty-two per cent. to its locomotives and forty-three per cent. to its passenger car equipment, and forty-eight per cent. to its freight car equipment. In accomplishing these improvements, it has added to the value of the property fully thirty-five per cent. of the capital stock, while paying for it all from annual receipts. In this way its capital stock now stands at so small an aggregate, compared with the value of its property, that it may expect to pass unscathed through periods of even greater depression than the present one. Moreover, it is the owner of so much valuable property outside of its own road, that the interest upon its small funded debt is met by the income from these outside investments. Taken altogether, the Philadelphia, Wilmington & Baltimore Rail Road Company is one of the most prosperous in the country. It is managed by gentlemen who thoroughly understand the business of railroading, and who have been connected with the road for years. The men who run the passenger and freight trains up and down the road know every inch of it. The conductors are polite and attentive to passengers, and their skill is shown in the fact that accidents are of very rare occurrence. The principal depot of the Company, at Broad street and Washington avenue, Philadelphia, is but a few blocks from Broad and Chestnut streets, and is reached in 10 or 15 minutes by several lines of street cars. The following are the principal officers of the Company: President, Isaac Hinckley; Vice President, Enoch Pratt; Superintendent, H. F. Kenney; Treasurer, A. Horner; General Ticket Agent, George N. Dadman; Master of Transportation, Charles K. Ide; General Through Freight Agent, John A. Wilson; Master of Machinery, S. A. Hodgman.

BALTIMORE INDUSTRIES.

SADDLE, HARNESS, AND TRUNK MANUFACTORY OF ROBERT LAWSON & CO.

One of the most prominent and interesting establishments in Baltimore, and one of the largest of its kind in the United States, is that of Robert Lawson & Co., located at 277 West Baltimore street. This old established house is extensively engaged in the manufacture of saddles, harness, collars, trunks, &c., and importers and general dealers in saddlery hardware, whips, and horse clothing, whose sales and warerooms at No. 277 West Baltimore street, are literally crammed in every department with the most complete assortment of goods of their particular line that it has yet fallen to our lot to inspect.

The first floor of this building is used exclusively as a salesroom, and is admirably arranged for the display of their large and varied line of goods, being large and roomy, and every facility is afforded the purchaser for examination and inspection.

On the second floor is the trunk department, and here are to be seen trunks of all kinds, shapes and sizes, from the dignified Saratoga, that would throw many a belle into ecstasies, to the plain and less assuming packing trunk.

The saddle and harness department is on the third floor, which is completely filled with these goods of all qualities, handsomely made, and elaborately ornamented and stitched. Here we were shown a very ingenious and unique contrivance, with pockets on each side, made to fit over the hind part of the saddle, acting as a housing, and is in every respect a great improvement on the old-fashioned "saddle bags," so much in vogue years ago.

Everything on these floors shows systematic management—"a place for each kind of goods, and each kind in its place"—so that when an article of a certain kind or size is required, it can be found without a moment's delay. The great variety and styles of saddles and harness here displayed, are such that the most fastidious or whimsical could make a selection. The fourth floor is devoted to the manufacture of collars. In this line this firm make a specialty, and have achieved a standard reputation. The factory, which is the largest one of the kind south of Newark, N. J., is located at No. 16 McClellan street, and is a substantial brick structure, five stories in height, including the basement, the several departments of manufacture throughout the building being so situated as to become systematized in all their arrangements, and presents a scene of constant activity, the large number of employes applying themselves with a cheerful and willing energy to carry forward, with promptness and dispatch, the various tasks assigned them.

In the basement all the sawing and preparatory work for the production of trunks is performed, and contains a number of circular and cross-cut saws and other machinery for cutting out the work, which is then transferred to the first floor, where it is properly dressed and fitted together. Here are jig saws, moulding machines, &c., all contributing to the rapid and thorough execution of the work. We were pleased to note in this department that particular attention was paid to the *strength*, as well as to the graceful appearances of the trunk boxes; from here these boxes are conveyed to the seasoning room where they remain at least a month, or until they become thoroughly dry. The second floor is entirely occupied by skilled workmen, who give to these boxes their neat and elegant appearance. This is called the finishing department, and

here the trunks are lined, covered, and receive their iron bands, locks, leather trimmings, &c. This room is supplied with every appliance, so as to make a perfectly neat and durable trunk when finished. In point of beauty, elegance of finish, and moderation of price, these goods are not surpassed by those of any other establishment here or elsewhere.

The third floor of this extensive building is used exclusively for the manufacture of harness, and here we were shown some splendid specimens of workmanship, and nothing could surpass the style and finish of these articles, which was done in the most elaborate manner, all the skill and ingenuity of the most accomplished workmen having been brought into requisition. Every labor-saving machine and device adaptable to this line of manufacture is here in operation. Machines for sewing and stitching, presses, dies, punches, &c., driven by a Baxter engine of great power, and it is really marvellous to see with what rapidity the work is turned out. Traces, bridles, martingales, gig saddles, in short, everything in the way of harness, or that appertains to harness, either single or double, elaborately mounted and stitched, and all made in the best workmanlike manner. In this department are also made rosettes, &c., for ornamenting harness; also trunk handles, lifts, straps, &c. We would here remark that Messrs. Robert Lawson & Co. were the first to introduce the manufacture of gig saddles on an extensive scale in Baltimore. These goods being made of the best heavy grained and patent leather, handsomely stitched and ornamented, the mountings of some of these are of gold, silver, nickel, electro plate, on composition or iron, and made to suit all classes of trade.

The most interesting department is on the fourth floor, which is devoted to the making of saddles, and here were more labor-saving appliances for cutting out, stitching, stamping, sewing, &c. Saddles of all kinds are made here; plain and ornamental of every design, for men, women, and boys. We here witnessed a most interesting operation, that of elaborately ornamenting saddles. Although the greater portion of this work is done by means of dies and machinery, the fine finishing touches are wrought by hand, in which operation it requires rare good judgment and dexterity. In this department the most skillful artisans alone are employed, and the result is seen in the immense salesrooms of the firm, in the artistic production there displayed.

While Messrs. Robert Lawson & Co. manufacture an immense quantity of the cheaper kinds of trunks, saddles, harness, &c., for a certain class of trade, they also produce large quantities of high-class work, and make a specialty of fine first-class ordered work, for track and general driving purposes. At No. 17 South Sharp street, is the large warehouse of this firm, in which are stored the trunks, and it is filled to overflowing with these articles, and one's first impression upon entering this establishment is, that there are trunks enough here to last for years, but such is the great trade of this house, that the vast quantities, piled ceiling high, would not supply the demand for a single season. Here we noted that the packing trunks, as they are called, are made of different sizes and fit one within the other, each nest containing six trunks. Another portion of this building contains the traveling trunks, trunks with zinc coverings, trunks with canvas coverings, Saratogas and fine trunks in great variety, of every kind, to suit all classes of trade.

Mr. Robert Lawson, the senior member of this house has been engaged in this line of business 30 years, and has become noted among the leading, enterprising and public-spirited citizens of Baltimore. He is a thorough and experienced business man, fully conversant with every detail in the production and sale of this line of goods.

HORSE COLLAR FACTORY OF F. G. MAXWELL & CO.

The manufacture of horse collars in Baltimore is carried on principally through the large manufactory of Messrs. F. G. Maxwell & Co., located at No. 116 West Fayette street, with whom collar-making is a specialty. This house is among the oldest in Baltimore, having been established in 1854. Owing to the superior ability and care with which the business has been conducted, the superior quality and workmanship of the goods produced, and the popularity

of the senior member of the firm, the business has steadily and rapidly increased from year to year, and they now enjoy a large and lucrative trade through southern Pennsylvania and the States of Delaware, Maryland, Virginia, North and South Carolina, and West Virginia. They also have an extensive retail city trade, and manufacture to order. The line of goods made here, consist of the Kay collar, the patent leather case collar, and the hack, carriage, dray, and common collars. These goods are all made by hand, no machinery being in use in any part of the establishment.

All of the employès are thoroughly skilled workmen, each being proficient in his particular department, while the whole of the establishment is under the immediate supervision of Mr. F. G. Maxwell. The character of the goods made here are very popular with the trade and eagerly sought after, and very frequently they are largely sold ahead. The firm are prompt in filling orders, and scrupulously and conscientiously careful in filling all such, as if the purchaser were there himself. They occupy a prominent position in the mercantile community, and the reputation of their collars is well known in many sections of the country. They are sold by the largest and most prominent saddlery hardware goods houses in Baltimore, to whom Messrs. F. G. Maxwell & Co. refer, at once showing the great reputation the manufactures of this firm have attained.

THE CITY OF PHILADELPHIA.

The site of Philadelphia was well chosen. It stands on a level plain, an area of one hundred and twenty-nine square miles, near the junction of the Delaware and Schuylkill rivers, and less than a hundred miles from the ocean. The surrounding country is rich and fertile—a vast garden and granary. The climate is beautiful and pure, and the broad and regular streets laid out by Penn, have given a rare opportunity for the noble architecture for which the public and private buildings are famous.

From the close of the Revolution to the present time, the record of the city has been one of improvement. The United States Mint was established in 1792; the first water works were completed in 1801, and superseded in 1815 by the great reservoirs at Fairmount. To rehearse all the improvements, the result of more than a-half century of enterprise, would be to make a catalogue far exceeding the limits of this summary. It is rather our purpose to give the reader a correct idea of Philadelphia as it is.

The corporate limits of the city extend nearly twenty-five miles in length, and about six miles in breadth. Up to 1830 it was, in commercial importance and in population, the chief city in the United States; and although in these particulars it has been exceeded by New York, it has never surrendered its manufacturing supremacy. Its population, by the census taken in 1876, was stated to be 817,448, an increase of 143,426 since 1870, and an increase of 252,919 since 1860.

Though judged by population alone, Philadelphia must be regarded as the second city of the United States, in other respects it may justly rank as the first. For nearly two centuries its order and cleanliness have been proverbial. Before its entire eastern front flows the noble Delaware, whose broad and deep waters might float the navies of the world. Vessels of the largest tonnage find it a safe and spacious harbor, and the distance of the city from the sea has ceased to be, in these days of swift steam communication, of the slightest disadvantage, while it is an effectual protection from those sudden storms that frequently rage along the Atlantic coast. The wharves of the city extend more than four miles, and there is no finer harbor on our seaboard. To the west of the city flows the beautiful Schuylkill, a stream of no ordinary commercial importance, yet more famous for its romantic loveliness. Few rivers are as picturesque, and it has long been celebrated in song and story. The Fairmount Water Works are on the Schuylkill, and are unequalled in extent and beauty by any in the country. The broad pavilions form a scene of singular beauty.

The grounds surrounding the water-works are included in Fairmount Park, which comprises nearly three thousand acres on the banks of the Schuylkill river and Wissahickon creek. It is divided by nature into several sections, each presenting peculiar attractions, and each within easy reach of the city by numerous lines of railway. Nature left little for art to add to this charming pleasure ground, but upon its gentle undulations, crowded with majestic forest

trees, broad roads have been constructed, while landscape gardening and architecture have subdued its wilder beauty. The Park takes its name from that part of the public grounds where the water works and the oldest of the present reservoirs are situated. Cars on Pine, Arch, Callowhill and Vine streets, and Fairmount avenue, carry passengers for a single fare, to one of the several entrances to the Park. From the Fairmount basin, a fine view of the Schuylkill river and the Park grounds may be obtained. On the river above the dam, are the steamboat landings, from which one may go to the Zoological Garden, opposite, or to distant parts of the Park, by water. The Schuylkill is spanned by some of the finest bridges in the world. The new Girard avenue bridge, made wholly of iron, and the Chestnut street bridge, are probably unsurpassed in this country. In January, 1876, the bridge over Market street, the first one to span the river, was totally destroyed by fire. Nothing was left standing but the pillars, and on these a temporary bridge was erected in less than three weeks. The South street bridge, completed last year, is one of the longest in the world, and not only spans the Schuylkill, but also the tracks of the West Chester and Pennsylvania Rail Road Companies. Several other bridges span the river, as far as Manayunk, a manufacturing town twelve miles from the city.

The regularity of the streets of Philadelphia contributes not a little to its cleanliness and health. They are broad and airy, and the houses handsome and large. Broad street is a magnificent Boulevard, unequalled for breadth and length in any European capital, and is destined to surpass in beauty any street in America. North of Fairmount avenue, and south of Washington avenue, it is becoming the site of handsome residences and churches, and is more or less occupied by private residences near Spruce street. At Broad and Market streets, the new Public Buildings are being erected, and north of these, within two squares of Market street, are three costly churches, the new Masonic Temple, and the New Academy of Fine Arts. Between Callowhill and Spring Garden streets, are the great Baldwin Locomotive Works, and other large industrial establishments. Chestnut street has been, in the past fifteen years, literally rebuilt, and massive marble stores replace the unpretending brick houses. In its windows are displayed the goods of all countries, a bazaar of articles of ornament and use. Walnut street is equal, if not superior to Fifth avenue in New York, in the magnificence of its private dwellings. Many of these houses are palaces, and their magnificent marble and granite fronts add immeasurably to the beauty of the streets. A great proportion of the dwellings in Philadelphia are owned by their occupants, even among the working classes. The system of loaning money on "ground rent," which once prevailed, helped workmen to get homes for themselves, and of late years the Philadelphia building and loan associations have enabled thousands of men to purchase houses and pay for them in instalments, by one of the best systems of co-operation yet invented.

Notwithstanding the size of the city, much exceeding the area of New York, rapid and cheap communication is obtained by the complete system of street railways; the passenger cars run at intervals of a minute on all the principal streets, and the visitor can travel ten or twelve miles in an hour or two, from one suburb to another, at a cost of but ten or twelve cents.

For the majesty and elegance of its public buildings, Philadelphia has al-

ways been distinguished, and many of these have a higher interest than mere architecture can bestow. No building in America has more interesting historical associations than the State House. Within its walls, in the dark days of the Revolution, the American Congress assembled, and there the Declaration of Independence was proposed, discussed and signed. The room in which our Nationality was born, is still preserved with care, appearing as it did in 1776. From the steps of the door opening on the square, the Declaration was first read to the people, and the famous bell that called them together, though no longer in use, is still exhibited in the Hall of Independence. Pictures of distinguished Revolutionary heroes cover the walls.

In institutions for the promotion of literature, science and art, the city is rich. The Philadelphia Library, established by Franklin, contains the largest and most valuable collection of rare books in America. Near it is the Mercantile Library, containing upwards of forty thousand volumes. The Franklin Institute contains an invaluable library of scientific works. The Academy of Natural Science has a museum of rare value, especially in conchology and fossils; its collection of skulls is the largest in the country. Of medical schools there are ten, that of the University of Pennsylvania being the oldest in the United States. The celebrity of these medical schools has, for half a century, drawn hither students from all parts of the country, and it may almost be said that the entire medical profession of the United States has been educated in Philadelphia. There are upwards of five hundred public schools, and numerous colleges and academies. The number of pupils attending the public schools of Philadelphia in the year 1874, was 108,631, and the expenditures on account of public schools, was \$1,607,736.81. The Boys' Central High School is situated at Broad and Green streets, and is valued, with its furniture, at \$122,500. The Girls' Normal School, a new building, is at the corner of Seventeenth and Spring Garden streets, and was completed last year (1876).

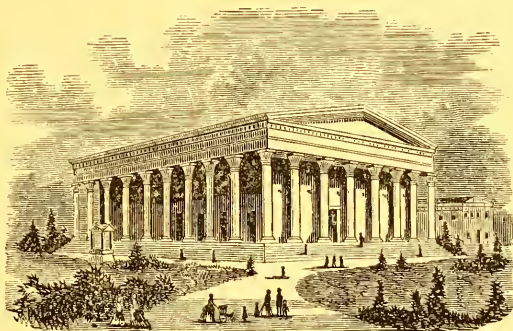
The public squares, "the lungs of the city," are well distributed, and although but little money has been expended in their artificial decoration, except by the Philadelphia Fountain Society, they are pleasant resting places in spring, summer and autumn, for thousands of people unable to go to the Park.

The public amusements of the city have rapidly increased, and nearly all the principal theatres and minstrel halls have been rebuilt within the past few years, and the interiors are superb and brilliant. The dramatic entertainments are of a high order, and unusual attention is given to scenic effects. The Academy of Music is by far the finest in the country, and even superior in beauty and completeness to the Grand Opera House, in Paris. The immense auditorium is lighted by a vast chandelier hung in the centre, and every appointment is perfect.

The hotel system of Philadelphia has been revolutionized of late years, and the principal hotels are celebrated in the traveling community for their luxurious and complete appointments. A number of new hotels, especially to accommodate Centennial visitors, have recently been erected, and the city now contains several of the largest hotels on the western continent. There are upwards of four hundred churches in Philadelphia, many of beautiful architecture, such as the Cathedral of St. Peter and St. Paul, opposite Logan Square, which cost more than half a-million of dollars, and is one of the noblest church

edifices in the country; others, like Christ church, where Washington worshipped, have great historical interest. Bethany Sabbath-school, under the superintendency of John Wanamaker, the buildings of which are located at Twenty-second and Bainbridge streets, is the largest in the world. The number of scholars gathered here on a Sabbath afternoon, number nearly two thousand, and the building can seat more than 3,000, which number it often contains, as visitors from every part of the city, and even outside the city, come to witness the school in session.

The charitable institutions of the city are numerous; chief among them is the Almshouse, a vast structure on the west side of the Schuylkill, capable of containing three thousand paupers; another is the Deaf and Dumb Asylum, at Broad and Pine streets, which, during the year 1875, was increased to more than double its former size, and extends from Broad to Fifteenth street. The Pennsylvania Hospital covers a whole square, the main entrance to which is on Eighth street, near Pine.

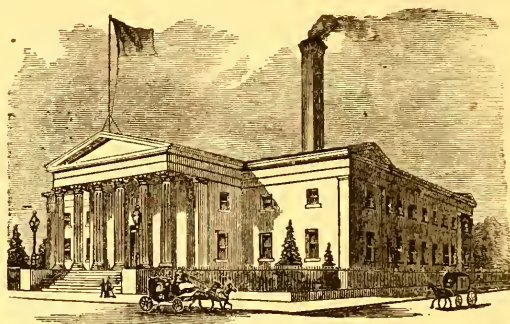


GIRARD COLLEGE.

The Girard College, located at Nineteenth and Ridge avenue, is an institution to which Philadelphians point with pride. Here, by the splendid bequest of Stephen Girard, (two millions of dollars,) hundreds of orphans receive a thorough education. The immense building is a noble specimen of Corinthian architecture. The main building is surrounded by thirty-four columns, each fifty-five feet in height. The floors and stairways are composed of marble, and no wood is used except for the doors. The wings of the building are used for the residence of the scholars and professors. From the roof of this immense building, a magnificent view of the city and the Schuylkill and the Delaware rivers may be obtained.

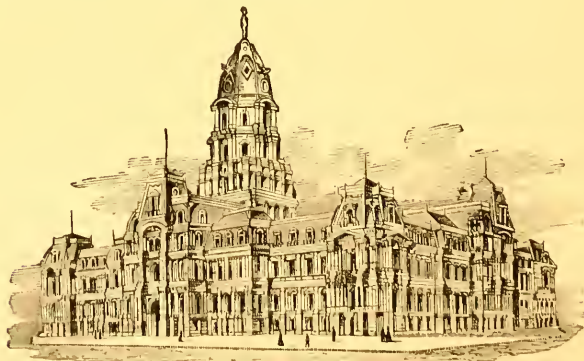
South of Girard College is the Eastern Penitentiary, covering ten acres, and with its massive walls and frowning turrets recalls some baronial castle. The system of solitary confinement necessitated this vast extent. The interior is of remarkable construction; from a high tower in the centre, the officers of the prison can see at a glance the door of each cell, the ranges of the cells radiating from the tower to the high walls. A visit to this penitentiary is indispensable to the traveler who would study prison discipline. Near it is the House of Refuge, intended to reclaim the vicious of both sexes under mature age. The

children are educated in the ordinary branches of knowledge, and taught useful trades. The Gas Works are eight in number, the cost of the whole being about \$3,000,000. The streets are lighted by about fifteen thousand public lamps, and gas is used in almost every private residence. There is no city in the United States equally well lighted.



UNITED STATES MINT.

The United States Mint, on Chestnut street, near Thirteenth, was built in 1830, and is a fine specimen of Ionic architecture. The mint contains an invaluable collection of coins of every country and age. Among the other public buildings is the Custom House, formerly the United States Bank, a noble specimen of Grecian architecture. It was completed in 1824, at a cost of half a million of dollars. The Merchants' Exchange, at the corner of Third and Walnut streets, is a beautiful edifice of white marble, containing a spacious rotunda, and a fine commercial reading room, in which are kept on file the leading papers of the world. The new Chamber of Commerce, completed in 1866 by the Corn Exchange Association, is another magnificent building. The principal room is one hundred and thirty-three feet long, ninety-one feet wide and thirty-five feet high, without columns. The architecture is of the Roman Doric order, built of brown stone, with a granite base. Carpenters' Hall is a building of rare historic interest; within its walls the first Congress in America assembled in 1774. The interior is preserved in its original condition.



NEW PUBLIC BUILDINGS.

The new Public Buildings in course of erection at Broad and Market streets, attracts the attention and admiration of the visitor. When completed they will be unequalled by any buildings of the kind in the world. To give a detailed description of Philadelphia would be to make a volume of several hundred pages, while our space permits but a brief allusion to the chief attractions and advantages. The facts already given indicate a prosperity the more significant because of its steady and rapid progression.

INDUSTRIES OF PHILADELPHIA.

SKETCHES OF LEADING BUSINESS HOUSES, MANUFACTORIES,
INSTITUTIONS, ETC.

HENRY WINSOR & CO.

This firm, whose office is at 338 South Delaware Avenue, Philadelphia, are the managers of two lines of steamships; one of them plying between Philadelphia and Boston, and the other between Philadelphia and Providence. Both semi-weekly, and sailing from each port on the same days, Wednesdays and Saturdays,—from Philadelphia at 10 A. M., and from Boston and Providence at 3 P. M.

The Boston line was established in 1852, and has been maintained through all the vicissitudes of business, and throughout our civil war, when many steamship lines suspended. It is now composed of the steamers Roman, Norman, Saxon and Aries, having large freight capacity and superior accommodations for passengers. The voyage, of which many avail themselves during the warm season, has much variety. Through the Delaware river and bay 100 miles; then along the Jersey shore till off Barnegat, when the land disappears in the distance, and is seen no more till the eastern shore of Long Island comes in sight. After a few hours along this shore Block island appears and is passed, and soon after Gay Head at the entrance of the Vineyard sound. The course continues through this sound and along the shores of Cape Cod into Massachusetts bay, and across that to the beautiful harbor of Boston, which is entered on the morning of the second day, completing the voyage in about forty-eight hours. The steamers are of substantial build, and in all respects well appointed, and their long immunity from disaster at sea is mainly owing to a strict supervision in port, keeping them always in good order and repair.

This line and the one to Providence, R. I., connect at these points with many rail roads, and furnish a cheap and regular means of transportation to and fro between all points in New England and in the States of Pennsylvania, New Jersey, Delaware and Maryland. The agents of these lines are E. B. Sampson, Long Wharf, Boston, and George A. Kilton, Ivis Wharf, India street, Providence.

PEIRCE'S UNION BUSINESS COLLEGE.

This College was established in the year 1865, by the present Principal, Thomas May Peirce, A. M., and is, therefore, in the twelfth year of its successful operation. The design of the College is to afford every facility and advantage to young men for acquiring a thorough, practical business education, to qualify themselves to become merchants, accountants, bankers, and for business generally—to give them a start in life. This institution has been very success-

ful; in fact, its history is one of marked and distinguished success. Several times has it been necessary to increase its capacity for the accommodation of the large number of students in attendance, representing nearly every section of the country. It is located at 39 South Tenth street, in the most eligible part of the city. The different departments are furnished in the most elegant and substantial manner, all the desks, tables, counters, banks, business offices, &c., being manufactured to order at great expense. There are several distinguishing features of a general character connected with the organization of this College which are peculiar to itself, and by which the institution has acquired a national reputation for possessing unequalled facilities, in every department, for imparting a sound, practical business education. No young man can afford to neglect opportunities which will so surely advance his interests. Whatever course in life he may mark out for himself, he cannot fail of being greatly benefited by such a thorough and practical knowledge of business as may be obtained at Peirce's Union Business College. Such an education will render him more competent to make money and keep it, less liable to make those mistakes which have ruined so many men, surer of employment if he deserves it, and able to transact his own business correctly and intelligently.

No better evidence can be given of the superiority of the business training of this College, than the fact that it distanced all competitors at the late Centennial Exhibition, and was awarded the "Centennial Business College Diploma and Medal." The Diploma and Medal was awarded this institution September 27, 1876, by the Commission to act as Judges on Education and Science. The following are the details of the award:

The following named gentlemen were appointed by the United States Centennial Commission to act as Judges on Education and Science, at the International Exhibition, held in this city from May 10th to November 10th, 1876: Hon. Andrew D. White, LL. D., President of Cornell University, Ithaca, N. Y.; D. C. Gilman, LL.D., President of John Hopkins University, Baltimore, Md.; Hon. J. M. Gregory, LL.D., President of the Illinois Industrial University, Champaign, Ill.; Prof. J. W. Hoyt, LL.D., United States Commissioner to the Paris Exposition of 1867, and President Judge on Education and Science at the Vienna Exposition of 1873, Madison, Wis.; Sir Charles Reed, M. P., Member of the London School Board, London, England; Mr. René Fourret, of the firm of Hachette & Co., Publishers, Paris, France; Juan José Marin y Leon, Colonel Royal Engineers, and Royal Commissioner from Spain to the Philadelphia International Exhibition, Madrid, Spain; Prof. Dr. Otto Martin Torell, Geologist, Sweden. After more than three months' careful examination of the various products submitted to them, they recommend Peirce's Union Business College to the proper authorities for award.

CERTIFIED COPY OF REPORT OF JUDGES.—The United States Centennial Commission announce the following report as the basis of an award to Peirce's Union Business College, Philadelphia, Penn'a, for Penmanship, Book-keeping and Publications, and work showing courses of instruction:

REPORT.—The exhibits afford evidence of excellent work in the different departments embraced, while the general plan and purposes of the institution also entitle it to commendation. Besides the College proper, the institution embraces a well organized preparatory school, in order that none may have an excuse for ignorance of the ordinary English branches, proficiency in which should everywhere be considered a pre-requisite to admission to a commercial school.

{ U.S.C.C.
Seal.
1876. }

Attest:

J. L. CAMPBELL, *Sec'y.*

A. T. GOSHORN, *Director General.*
J. R. HAWLEY, *President.*

The splendid success with which the young men who have received a course of training in this institution are meeting, is due, in a great measure, to the superiority of the course of study, which has been revised, extended and improved, until it is thorough, complete, and systematical. The institution excels

in the superiority of its actual business department. Realizing the benefits to be derived from a system of exercises which would thoroughly and completely illustrate real business, and give point and force to instruction in principles, Mr. Peirce and Rev. Mr. Thompson, the business manager of the College, have devoted unlimited time, untiring study, and great expense to perfecting such a system as would secure these advantages. They have introduced a unique plan, which has received the unqualified commendation of business men and commercial educators whose attention has been directed to it. It is easily comprehended, simple, yet involving every variety of commercial transactions, greatly facilitating business in the various offices in the practical department, requiring the use of all kinds of negotiable paper, money, business documents, in short, constituting an exact imitation of real business. It is the intention of the Principal and Business Manager to retain this actual business system as a distinguishing feature of the Union Business College.

The branches taught in the College are Book-keeping, in all its departments, including banking, commission, forwarding, merchandising, &c. Commercial Law, which is limited to the law absolutely required by business men, and which is taught and illustrated in class recitations and lectures. Arithmetic, primary and practical, involving every kind of computations that can possibly arise in business. Penmanship, practical and ornamental, insuring the pupil an easy, graceful and rapid hand for business purposes, and, to those who desire the ornamental course, the highest skill in the use of the pen. Letter-writing and Business Customs and Forms are also a part of the course of study. A well-organized English department is provided for those who are not sufficiently advanced in their studies to commence the business course, in which, by individual instruction, any deficiencies in a necessary English education are supplied. Students are admitted at any time that the College is in session, and are charged only for the time they attend. The College is open during the whole year, except the month of August, Christmas week, and days called legal holidays, on which the banks are closed. The College year commences on the first Monday of September. Sessions are held every week-day, excepting Saturday, from 9 A. M. to 2 P. M., giving pupils who reside in the country, near rail road stations, ample facilities to reach their homes at convenient hours.

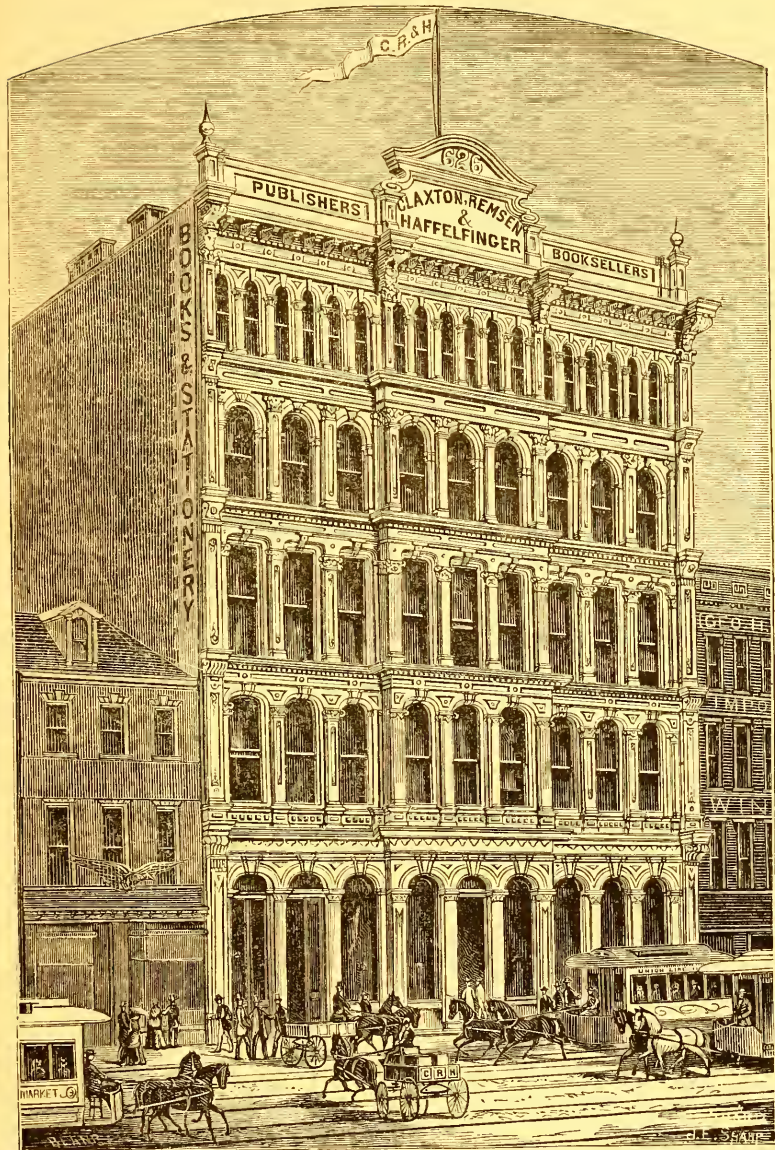
A decided advantage possessed by the Union Business College, lies in the superiority of its faculty. The Principal, Thomas May Peirce, A. M., as an instructor and disciplinarian of youth, is without a peer in the city of Philadelphia. He is a high-minded christian gentleman to whom parents may safely confide the education and training of their sons. The greater part of his life has been spent in educating the young, and his present position—the head of the most successful institution of the kind in the country—is richly deserved. He is endorsed and commended to the public as an educator by some of the most eminent men in Philadelphia—judges, educational leaders, and prominent ministers of the gospel. The Institution and the efficiency of the course of training has the unqualified endorsement of the leading merchants, bankers, and rail road and insurance companies of Philadelphia and elsewhere. The Business Manager, Rev. John Thompson, is a member of the Philadelphia M. E. Conference, and is well known to the citizens of Philadelphia and vicinity. He is strongly commended to the public in his present position, by such men as Bishop Scott, Bishop Simpson, Rev. John Inskip and Edgar M. Levy, D. D., pastor of the Berean Baptist Church, Philadelphia. Bishop Scott says: "Rev. John Thompson, the Business Manager of Peirce's Union Business College, Philadelphia, is an honored and excellent member of the Philadelphia Conference, and a faithful and efficient manager of any trust committed to his hands. For he will, in my judgment, accept no trust which he does not regard as in harmony with the character of a minister of Christ, and he will permit no trust which he does accept to suffer in his hands, if faithfulness and diligence can prevent it." Bishop Simpson says: "It gives me great pleasure to say that for several years I have been acquainted with the Rev. John Thompson, who is Business Manager of Peirce's Union Business College. He is in every

respect a Christian gentleman of irreproachable habits, and is, I believe, admirably adapted to watch over the morals of the young men committed to his care, as well as to manage with skill and fidelity the general interests of the institution." Other prominent instructors of the College, are Professor J. H. Warren, Professor of Penmanship; Professor Geo. E. Pool, Public Accountant and Teacher of Theory of Book-keeping; Professor F. Ibach, B. S., is Teacher in the English Department. Prof. Ibach is a graduate in the scientific course of the Millersville State Normal School. It will be seen that each department is provided with a teacher who is peculiarly adapted to the duties involved. One professor is not required to teach half a-dozen branches, but is assigned that work which is most congenial to him, and hence that for which he is most perfectly fitted.

The character which Philadelphia has established for being a city of homes, churches, schools and morality, added to the fact of its cleanliness and healthfulness, the intelligence and hospitality of its citizens, its beauty and charming surroundings, and its accessibility, render it one of the most suitable cities in America for the location of an institution of this kind. This alone has been a great advantage to the Union Business College, but its unique, original and common-sense system of instruction for the development of the business powers of young men, has given it a character among business men that no other college has ever secured, and has brought to its halls a class of young men who have alike honored the institution, and been honored and benefited by it. If a father wishes to give his son a legacy that will endure while life exists, let him send him to the Union Business College, where he can gain a practical business education, and he will have the satisfaction of knowing that he has given him what is better than houses, lots, farms, or even gold or silver; these may take wings and suddenly fly away, but this knowledge will endure while life and reason exist. The circulars of the College give every necessary information, and can be secured by addressing either the Principal or Business Manager, at the address given above.

BOOK-PUBLISHING HOUSE OF CLAXTON, REMSEN & HAFELFINGER.

The house of Claxton, Remsen & Haffelfinger, one of the largest book-publishing establishments in this country, is an example of what Philadelphia enterprise has done in the building up of mammoth business institutions in a comparatively short period of time. The firm began business under the present name in the year 1868, on the expiration of the term of partnership with the firm of J. B. Lippincott & Co. The senior partner is Edmund Claxton, who began his business career with Stoddart & Atherton in the year 1830. This gentleman subsequently, in 1833, connected himself with the firm of Grigg & Elliot, and finally entered into partnership with Messrs. George Remsen and Charles C. Haffelfinger, in the business which they at present manage. Mr. George Remsen began business with John Grigg in the year 1828. Messrs. Claxton and Remsen were both partners in the firm of Grigg, Elliot & Co. from 1846 to 1850. In the latter year they united with J. B. Lippincott, Henry Grambo, and B. B. Willis, in purchasing the interests of John Grigg and Hugh Elliot, and continued the business under the firm names of Lippincott, Grambo & Co., and J. B. Lippincott & Co., until the dissolution of co-partnership in the year 1868. The remaining partner of the house in question, Mr. Charles C. Haffelfinger, commenced as a boy in the employ of Grigg & Elliot in the year 1842. He continued in the business until the year 1858, when he became a member of the firm of J. B. Lippincott & Co., where he remained until 1868. The long and intimate personal connection of the members of the firm with the book trade, embracing a period of forty-five years, their thorough knowledge of the book business, and uniform courtesy in dealing with their patrons and others, has made the house one of the most popular in the United States. They do an extraordinary large trade, and have business relations with every city in the Union. Their catalogue of publications embraces over eight hundred volumes, treating on nearly every subject in literature. The scientific and



BOOK-PUBLISHING HOUSE OF CLAXTON, REMSEN & HAFFELFINGER.

practical works of Trautwine, Roper, Riddle, and White, published by Claxton, Remsen & Haffelfinger, have a large and steadily increasing sale, while Labberton's Chart and Historical Series, a recent publication, are claimed by the publishers to be the most reliable and complete treatise on that subject. In ad-

dition to their own publications, the firm have a general stock, comprising a full line of standard, law, medical, scientific, and school publications, making one of the largest and most complete in the trade. In connection with their book business, the firm have a full and complete stock of staple and fancy stationery, which promises to become a great feature in their trade. At the present time they do a very extensive business in this line, but an increase is daily perceptible, and the day will yet come when their business, in this respect, will compare well with that of the largest stationers in the country. The firm, not long ago, built the large building at Nos. 624, 626, and 628 Market street, for their special use. It is one of the handsomest stores in the city, and is a favorite resort of the book buyers of the country.

BALDWIN LOCOMOTIVE WORKS.

Among the most noted of Philadelphia's manufactories, are the Baldwin Locomotive Works. In point of size and capacity they have no rival on the continent, or probably in the world. They are situated in the space comprised between Broad, Willow, Fifteenth and Spring Garden streets, and were founded in 1831. Mr. M. W. Baldwin, the founder of the establishment, was a native of New Jersey, came to Philadelphia in early life, and served an apprenticeship as a manufacturing jeweller, but after becoming of age he prosecuted various branches of manufacturing business until 1830, when he built the first locomotive for exhibition in Peale's Museum. In 1831 he received an order for a locomotive from the Philadelphia and Germantown Rail Road, and the engine was placed on the road in January, 1833, being the first successful locomotive built in America. He built five engines in 1834, fourteen in 1835, forty in 1836, and between forty-five and fifty in 1837. In 1860 the capacity of the works had increased to eight locomotives per month; in 1866 to sixteen per month; in 1868 to twenty-five per month. In 1854 Matthew Baird became a partner, contributing capital, skill, energy and practical knowledge of the business. In 1866 Mr. Baldwin died, and Mr. Baird purchased the Baldwin interest, and associated with him as partners George P. Burnham and Charles T. Parry, under the firm name of M. Baird & Co. Subsequently Mr. Baird's interest was purchased by the present firm, which includes Messrs. Burnham, Parry, Williams, Henszey, Longstreth and Converse. The capacity of this establishment has kept pace with the growth of the American railway system, and the firm has ventured boldly in all lines of enterprise. The first narrow gauge locomotive engine built in America was made in these works for the Denver and Rio Grande Railway. The firm has filled large orders for locomotives for railways in Russia and Brazil. Mr. Baldwin was the inventor of many of the peculiar features of the American locomotive, and the practical engineering talent of his associates and successors has always been equal to the task of producing a locomotive of any required kind for any particular service. Hence the establishment has contributed in more ways than one to the success of the American railway system. Our locomotives were not produced as mere imitations of foreign engines. Mr. Baldwin invented many of their peculiarities, and was in fact one of the most distinguished inventors the Republic has produced. The machinery used in the establishment is something wonderful in its way, the ground floor of the main building having no less than sixty-five machines in operation, including lathes, planers, slotting and milling machines and borers. The first planer made in America is still to be seen at work in this shop. The second floor of the same building has eighty-seven tools and machines, and the third floor sixty-two machines. The Willow-street shops have thirty-two machines on the first floor, twenty-four machines on the second floor, and thirteen machines on the third floor. The building between Buttonwood and Spring Garden streets is devoted to putting together the separate parts of the locomotives. These works employ some seventeen hundred men, who, with their families, constitute a population of seven thousand persons dependent upon the establishment for their support. The ability of the concern to compete with the European works in the export trade in locomotives has been fully demonstrated.

THE OLD ESTABLISHED SEED HOUSE OF DAVID LANDRETH & SONS.

Although the rise and progress of the seed business in this country is of diminutive proportions as compared with some other departments of industry, it is nevertheless not without historical interest. The status of the trade in the Colonial days is not recorded. The probability is there were not any grounds

and there were but few dealers. Seeds were brought from England to supply the wants of the colonists, and they also saved those for the more common vegetables. At present in many cases it is really cheaper to supply a want by purchase than to obtain it "home-made," and in the case of garden seeds, much more certain and reliable. One of the most extensive firms in the country engaged in the seed business, is that of David Landreth & Sons, Nos. 21 and 23 South Sixth street. Here they have a large agricultural and horticultural warehouse filled with the choicest seeds. When David Landreth, the founder of the business, located himself in this city the year following the conclusion of the Revolutionary War, there were no dealers in seed in Philadelphia. Shortly thereafter he started in business on a small scale, but quite commensurate with the demands of the community. The requirements of society increasing, at the close of the century his nurseries and seed grounds had extended to thirteen acres, a magnitude which excited surprise and admiration. The thirteen original acres have long since been covered with bricks and mortar, but from them have sprung four seed farms of large dimensions in four different States, selected with reference to soil and climate for special crops—owned, occupied and operated by the Landreth's. Improved machines have been invented or introduced, and steam-power applied wherever practicable—five engines being thus employed, and seventy-six head of working stock are in harness daily. To-day Landreth's Philadelphia seeds are known in India, South America, the West Indies, and all over the United States. The principal seed farm of the Messrs. Landreth is at Bloomsdale, on the Delaware, a few miles above Philadelphia. Although this, the homestead, embraces five hundred acres, it is really only one-third of the area under plow, owned and personally superintended by the proprietors. Virginia, New Jersey,

Wisconsin, each presenting varied climates, soils and local advantages, have been made tributary. Plantations in each of the States named are under tillage, and with Bloomsdale, form a combination calculated to insure abundant supplies of the best quality of seeds. Independently of the numerous workmen employed on the estate, there are three steam engines for threshing, win-



VIEW OF SEED HOUSES AT BLOOMSDALE.

nowing and cleaning seeds, grinding feed, manures, etc., a "caloric" for pumping and other purposes, and an admirably well-adjusted steaming apparatus for preparing food for the working stock. There are also well-furnished wheelwright and blacksmith shops in which the wagons, carts and implements and mechanical appliances used on the estate are manufactured. At Bloomsdale during the past three years, energetic and persistent efforts have been made toward steam plowing and tillage. Although these have not been successful by direct traction, experiments will be renewed at an early day with the rope system in use in England. An idea of the extent of the structures required for the storage, drying and preservation of crops, and otherwise successful prosecution of the peculiar business conducted at Bloomsdale, can hardly be given in print. It is, however, a credit to the proprietors, the successors of those who founded the business in 1784, and it may be classed as prominent among the many industrial enterprises of Pennsylvania.

THE EXTENSIVE DRY GOODS HOUSE OF HOOD, BONBRIGHT & CO.

During the past Centennial year, many visitors to Philadelphia, in passing up and down Market street, were attracted by the handsome building occupied by the extensive dry goods firm of Messrs. Hood, Bonbright & Co., No. 811 Market street. The structure is one of the finest on the street. It is five stories high, with a massive iron front. The width is 66 feet, and it extends back to Filbert street, a distance of 306 feet. But one has no idea of the extensive structure until he enters it. On the first floor are carefully arranged, from the front to the rear, the various articles sold by the firm. In front are selling and waiting-rooms for the ladies, and on the right, as you enter from Market street, in about the centre of the establishment, are the various offices for the members of the firm, book-keepers, clerks, salesmen, &c. Around the second floor an immense gallery extends, which is also lined with fabrics, foreign and domestic. The same may be said of the third and fourth floors. The fifth is used for packing purposes, and is thoroughly lighted and ventilated. Here the work can be done expeditiously and well without hindrance. The basement covers the whole area of the store, together with those portions under the sidewalks of Market and Filbert streets. The entire structure is ventilated by a recently-invented process, and the building throughout is kept at a uniform heat. Great attention is paid to cleanliness, and one person is constantly employed to see that the establishment, from the basement to the fifth story, is in perfect order. The building, which was erected expressly for the great business which is now being conducted in it, was first occupied in 1872, and since that time the house has been making rapid strides. The business was commenced in 1823, just 54 years ago, by Mr. Samuel Hood, who is now living at the advanced age of eighty-eight years. He long since retired from the firm, which has advanced steadily through different changes until the Centennial year; it now consists of Mr. Thomas G. Hood, son of the founder, Mr. James Bonbright, and a number of junior members. The business is divided into separate departments, which are thus classified: Print department, dress goods department, white goods and flannels, shawls and ladies' underwear department, cotton goods department, men's wear department, notions department and carpet department. Each department has its separate head, and there is no interference. In fact, those connected with one branch of the business have not the slightest idea of what is going on in another. The head of each reports to the firm what is being done, and in this way all are graded. If it is found that a department is not profitable the matter is looked into at once, and the cause examined. In this way everything in the large establishment proceeds with but little trouble. In fact, this is the true method in which so many interests are combined for the general good. In the various branches of the trade fully two hundred persons are employed. An examination shows that the stock of goods is full in every department, and one would not think, after a hasty survey of the neatly arranged fabrics, that there had been a recent financial crisis. The business of the firm is immense, and can only be estimated by millions. While the trade has suffered somewhat by a heavy

decline in the prices, it does not seem to have affected the business of Hood, Bonbright & Co. to any great extent. While their business last year was large, it is much larger this year, and gives every indication of still greater magnitude in the future. The firm find, in common with many other of our Philadelphia business men, that the Exhibition has helped them wonderfully. Many new customers from all parts of the country have been added to their list. These were attracted to the Exhibition, and while here were induced to purchase, and were surprised to find that their wants could be supplied as well, if not better, in this city than in New York. Others again who visited the model establishment for the purpose of inspecting it, did not leave until they had given orders for goods, and in numerous instances they were large ones. The firm have recently introduced their carpet department. In it are to be found the best carpets of home manufacture. Already a large trade in this branch has been secured, and it is steadily increasing in importance. A fair portion of the building is devoted to this business exclusively. Taken as a whole, the house of Messrs. Hood, Bonbright & Co. may be considered as one of the very finest in the country. There is every convenience for doing business, and the gentlemen at the head of the firm are known as men perfectly familiar with every branch of the trade. They are also known as among our best citizens, aiding in every good work.

PENNSYLVANIA FIRE INSURANCE COMPANY.

This staunch old corporation was established in 1825, and has been in successful operation for a period of over fifty years. Its business is confined to fire risks, but covers public and private buildings, furniture, stock of goods, and merchandise generally; its policies are either limited or perpetual. Its assets, valued at over one and a-half million dollars (\$1,655,717.20), are all invested with sound judgment, of which \$491,707 is in first mortgages on improved real estate. Like other old and conservative Philadelphia companies, the Pennsylvania for a long time pursued a purely local business, until the conviction became general in business circles that the values of property in our great cities were entirely too vast to warrant the assumption of insurance risks mainly by local underwriters, unsustained by the capital of other communities. This lesson was rendered painfully impressive by the insurance failures caused by conflagrations in New York, Philadelphia, Boston, Pittsburg and Chicago. Hence the old Pennsylvania Company, with its staunch resources and admirable corps of officers, launched out upon the broad sea of American insurance all over the north and west, and has now over six hundred agencies. These are centralized in populous cities, such as Boston, Chicago, New York, St. Louis and Cincinnati. It has passed triumphantly through the ordeals of the terrible conflagrations in some of those cities, and has steadily augmented its assets. The business of the year 1875 covered \$598,555.21 receipts for net cash premiums; \$316,365.08 losses paid; \$76,660.40 interest received on investments; \$39,275 dividends paid, and a sum about equal to the surplus of interest over dividends was added to the accumulated assets. Since the presidency of Mr. John Devereux commenced the enterprise of the Company has largely increased, and the reputation of the institution has been made known to a much wider field of operations, the traditional conservatism of the management however being retained under the auspices of its able and experienced Secretary and Board of Directors. The history of the Company has offered no record of misfortunes or calamities in its financial condition. It has been always safe and successful, because those entrusted with its management provided against all contingencies and took care to be always prepared for any emergency. Hence it is now able to cope with the greater tasks of insurance presented by an age of immense progress, vastly enhanced values and risks, and demanding for their comprehension minds of enlarged scope and extended familiarity with the new aspects of civilization and commerce. Mr. Devereux is one of the best representatives of such a class of business men.

THE AMERICAN DREDGING COMPANY.

In 1848 Mr. Aaron B. Cooley, who had been engaged in the general commission business in New York and Philadelphia, turned his attention to dredg-

ing operations. He employed one dredger running by horse-power, with a capacity for removing one hundred and fifty cubic yards of ordinary river deposit per working day. Four years later Captain John Somers, an experienced and successful seaman and navigator, was admitted to partnership under the firm name of Cooley & Somers, which continued more than five years, and found employment for but two dredging machines of small capacity. In July, 1857, Mr. Cooley repurchased Captain Somers' interest and carried on the business six years, adding one dredger. Then Mr. Franklin B. Colton, for ten years engaged with Mr. Cooley, became a partner, the firm name being A. B. Cooley & Co. Two years after Captain John Somers was readmitted to copartnership, accompanied by Captain William Somers, the firm name being unchanged. By special act of the Pennsylvania Legislature, approved April 9th, 1867, a corporation was authorized, and in May organized under the name of the American Dredging Company, with a paid up capital of \$200,000. Captain John Somers was elected first President. The new Company purchased the property and franchises of the Delaware and Schuylkill Dredging Company, increasing their dredgers to six, with three tug boats. The demands upon the facilities of the Company by the general government and by railroad, canal and municipal corporations and individuals, have been so pressing that increased capital stock has been authorized to the amount of one million dollars, of which one-half has been subscribed and paid in. The work has been carried on successfully in nearly all the seaboard States from Maine to Texas, and even into South America. All the dredgers owned by the government have been constructed by the Company. Among the operations carried through by this Company are the following: The filling in and improvement of Windmill Island; the filling in and improvement of all the properties of the Pennsylvania Railroad, between the old Navy-yard and League Island; the construction of the canal connecting the Salem and Delaware rivers, and the completion of the Dutch Gap Canal in the James river, Va. The wharfing, filling in, grading and other improvements at League Island have been executed by this Company. Hundreds of minor operations have been conducted, giving employment to sixteen or seventeen machines and to over four hundred workmen. The resources of the Company are engaged many months in advance. Its ship-yard at Camden, New Jersey, where some thirty acres are embraced in its property, gives employment to over one hundred operatives. The dredging machinery which removed the rocks blasted by General Newton at Hell Gate, was built by the Company. One of the machines received the only award made at the Centennial Exhibition. At the request of the engineers from Russia, Austria, Belgium and France, the Company has sent its secretary to their capitals with a view of introducing American machinery into Europe. During the progress of the Exhibition the engineers from nearly all the countries of the world have examined the Company's works and machines, and pronounced them remarkable. The Centennial Commissioners from New South Wales and South Australia, Messrs. Augustus Morris and Samuel Davenport, are anxious to have them introduced into their respective countries. At the earnest solicitation of the former a model of the machines will be sent to the Intercolonial Exhibition at Sydney. The machines, are much cheaper than those made in England, can do more work, and require less force to run them. The officers of the Company are as follows: President, F. B. Colton; Secretary and Treasurer, Floyd H. White; Chief Engineer and Sup't, F. C. Bindle, C. E.

• OLD ESTABLISHED DRY GOODS HOUSE OF JAMES, KENT, SANTEE & CO.

This old and deservedly popular house was established by the three senior members of the present firm, viz: John O. James, William C. Kent and Charles Santee, in the year 1840, in the immediate locality now occupied by their commodious warehouse, and since that time there has been no change in the firm name, except by adding the words "and Company," in the year 1852, when the junior partners were admitted.

This house, from its start, has always pursued a legitimate dry goods busi-

ness, never indulging in tempting outside speculations that have so often crippled or ruined many otherwise successful concerns, and thereby has been unaffected by the commercial storms that have swept so many away. By its known conservative policy in extending its trade only as its capital accumulated, it in early years established a credit both at home and abroad that it has maintained throughout its long and successful career.

It has for years been a matter of inquiry by the business community, why this firm, possessing every facility for doing a greatly enlarged business, should remain on Third street; but we presume it would be difficult without much additional expense to secure a building so replete with every convenience for the transaction of a large trade as the one they now occupy; and, indeed, there is less in locality than is generally supposed; for when a merchant comes a hundred or thousand miles to make his purchases, a few squares, more or less, will not prevent his seeking the place where the best bargains are to be had. In the instance of this house it seems to have been verified, for while within the past ten or twelve years most of the dry goods houses that have done business in north Third street, have sought other locations, Messrs. James, Kent, Santee & Co., still continue to drive not only a large and flourishing, but a leading business of the trade, and the adherence of many customers for a third of a century uninterruptedly, is a guarantee of faithful and fair dealing. Their large building on North Third street, occupies Nos. 235, 237, 239 and 241.

In commenting upon this firm we cannot but admit that it is one of Philadelphia's honored land-marks, and of most enviable reputation as a mercantile establishment. Its individual members are always to be found among the most forward of our public-spirited men in all worthy enterprises for the general good of the city.

WHOLESALE CLOTH-HOUSE OF E. T. STEEL & CO.

The wholesale cloth trade, which this house represents, necessarily engages a large share of mercantile attention and enterprise in a country where, as a rule, men dress better, on an average, than in Europe. Hence the wholesale clothing business has risen to colossal proportions, and the dealers who sell cloths, cassimeres, vestings and other stuffs for male attire rise in cities like Philadelphia to a trade of millions. The firm of E. T. Steel & Co., southwest corner of Sixth and Market streets, has been in business, in this latter line, about twenty years. It is composed of E. T. Steel, Henry M. Steel, William G. Steel, Joshua G., James and Adolph Ganzel. For a long time the firm was located in Second street, above Market, where the foundations of a large, permanent and flourishing trade were laid, and, in 1870, following the westward movement of business in this city, it removed to the large and capacious five-storied building where it is now established, and the whole of which is occupied by the various departments of the house. The building fills a lot forty feet front on Market street by one hundred feet on Sixth street, so that the light is excellent and the salesrooms airy and pleasant and the facilities for the receipt and delivery of goods ample. The trade done by the firm extends through the middle and western States from the coast to the western border of Missouri and Iowa, and has been larger this year than at any former period. A large proportion of this trade is done through the agency of commercial travelers, and the experience of this house proves that Philadelphia can compete successfully in the distributing traffic with all the enterprise of New York, Chicago and other commercial cities east and west. Technically, the term for the business of this firm, is "men's wear," but it embraces cloths generally, whether worn by male or female, old or young. The domestic manufactures in this trade have now got so much the command of the American market that the foreign imports have declined heavily, and, dealing directly with the mills, this firm order their own styles of goods and have their own patterns and designs. Hence the American articles sold by the firm are not mere imitations of foreign styles and patterns, but have a merit of their own. Though prices are very much reduced the qualities of the goods are not cor-

respondingly deteriorated, so that while the goods are cheap they are substantial. This firm continues to import many foreign goods which remain in demand and are likely to do so because of some specialty, as in cloths made of the fine wool raised on the estates of Prince Esterhazy, and various lines of English, Dutch, French and German goods. But the progress made in the trade by the American manufacturers has been so great that the business of the distributing houses has been materially changed, as we have shown above. It is an important fact that the domestic goods are cheaper than the foreign, and yet are excellent in style and quality. It is in this connection, between the mills and the wholesale houses, that the strength of the American production lies. E. T. Steel & Co. buy only for cash, therein lies much of their ability to sell superior goods at low prices, as they have no interest to pay on borrowed money. Their sales are for cash and short time at short profits, and thus the business of the house is managed on conservative principles financially, while marked by energy and incessant enterprise in buying and selling the goods in which it deals. The rise of the firm has been rapid, but substantial, and its success has been achieved by contesting boldly all parts of the mercantile field available for the home trade. It has dealt promptly and in good faith with American manufacturers, and rendered essential service by sustaining the actual merit of their products. The business of the house this year is the largest it has ever done, notwithstanding the general depression in trade. It may be well to state here that the firm of E. T. Steel & Co. was largely interested in the success of the Centennial Exhibition. Mr. Edward T. Steel, a member of the Centennial Board of Finance, was an ardent worker in the cause, giving almost his entire attention from the creation of the Board to the close of its labors, and the firm being among the first and largest subscribers to the fund.

COMMERCIAL NATIONAL BANK.

This institution transacted a general banking business, under articles of association, for several years before becoming regularly incorporated. In the year 1814 it obtained a charter for ten years from the State of Pennsylvania, with a capital of \$1,000,000, under which the bank was carried. The first President was Andrew Bayard, a distinguished Philadelphia financier, who was also the first President of the Philadelphia Saving Fund Society. He served from the beginning of the bank, on February 7, 1810, until June 1, 1832, when he died, and was succeeded by another eminent financier, James Dundas, who served until January 2, 1849, when he resigned. Under these two administrations, The Commercial Bank attained a large share of importance in the commercial and industrial business of Philadelphia. Its Directors have always been active, influential and solid capitalists, manufacturers, bankers, merchants, and other business men. Jacob Thomas was President from January 2, 1849, to October 6, 1853, when he died, and was succeeded by Mr. Wainwright, who resigned October 16, 1857. Joseph Jones, who succeeded Mr. Thomas, resigned March 1, 1868, since which date the Presidency has been ably filled by James L. Claghorn, President of the Academy of Fine Arts, and an active director in various public institutions. The office of Cashier was filled from 1810 till 1825 by Joseph Williams, then till 1843 by Benjamin P. Smith, then till 1855 by J. J. Cope, and finally, from 1855 till the present time, by Mr. S. C. Palmer, who still fills the post with marked ability; he has been with the bank for forty years, having once been paying teller. The charter of the bank, as a State institution, was renewed from time to time, until the national system was established, when, under the Act of Assembly authorizing the banks of the Commonwealth to organize under the national laws, this institution organized in October, 1864, as The Commercial National Bank, with a capital of \$810,000, at which amount it now remains. The contingent fund then was \$220,737.10. In the following year, 1865, a defalcation of one of the bank tellers to the amount of several hundred thousand dollars, made inroads upon the surplus and reduced the November dividend from the usual annual rate of ten per cent. to four per cent., since which time, to May 1, 1877, it has been at the annual rate of 10 per cent. The bank, for many years, occupied a marble build-

ing on Market street, north side, below Third, but the irresistible concentration of finance toward Third and Chestnut streets, induced the removal of the institution to its present location, at the southeast corner of Chestnut and Hudson streets. The present Board of Directors embraces James L. Claghorn, P. Jenks Smith, William Weighman, Charles D. Reed, James S. Martin, George B. Newton, Daniel Haddock, Jr., Leon Berg, George L. Knowles, Alfred G. Baker, Joshua Lippincott, N. A. Jennings and John Sellers, Jr. The bank participated in the early loans to the national government in the war crisis of 1861, and its managers cheerfully sustained the war finances, and the bank participated in all the active business of that era. It sustained all trials of inflation and contraction, panics and crashes, and has come down to us as strong and sound as ever, as full of life and business energy as when it was organized, and one of the live institutions of the city, to which the business men always look with confidence.

FIRM OF STOKES & PARRISH—ELEVATORS, MACHINERY, &c.

It is a curious fact that no establishment in Philadelphia succeeded in constructing a successful hotel elevator until the firm of Stokes & Parrish began the business. This house was established in 1870, under the present proprietorship, whose works were located at Twenty-third and Wood streets. The firm afterwards removed the shops to a more eligible situation, at the northwest corner of Thirtieth and Chestnut streets, where they still remain. They are manufacturers of elevator, (passenger and freight,) steam engines and boilers, and do a general machine trade. The firm make the building of hotel and warehouse elevators a specialty, and have reached a high degree of perfection in their manufacture. They have supplied nearly all the leading hotels of Philadelphia with this important machinery, so indispensable to every first-class hostelry. Among the principal jobs may be mentioned the elevators in the Continental Hotel, St. George's Hotel, Baptist Publication Society, and Young Men's Christian Association Hall. They have also placed heavy freight elevators in the principal business houses of the city, and have put in an immense elevator and hydraulic machinery in the new Rush Mansion Hotel. The firm consists of Samuel E. Stokes, Jr., and Alfred Parrish. Among the features of the Main Exposition Building, was the large elevator in the central tower, that carried visitors from the floor to the roof. This was the firm's exhibit, and it was awarded unqualified commendation by every expert who examined it, and it is now running in the Permanent International Exhibition. The house superintended the supply shops at the Exposition for the exhibitors, under the authority of the United States Centennial Commission, and had a branch machine shop on the spot to facilitate the operations. During the Centennial season the firm did a largely increased business, and nearly five hundred workmen were kept constantly employed. On an average, fifty hands are engaged in the establishment, many of them being the most skilled machinists in the country. The shops are on an extensive scale, and are supplied with the best tools and most improved machinery now made in Philadelphia. The firm has no agencies, nor does it keep travelers in the field drumming up trade; they do their own selling, and each job is a good advertisement.

Their operations are not confined to Philadelphia, but considerable work is done for New York, Baltimore, New Jersey, and the south. The latter field is just looming up, and the house has recently placed one of its elevators in a new Galveston (Texas) hotel, which is said to be the finest hotel in the south. Although a comparatively young establishment, the firm of Stokes & Parrish has monopolized nearly the whole of the elevator business in their locality, and being now firmly established in popular favor, its future is bright and encouraging. There were never more than two or three elevators constructed in Philadelphia before this house began the business, and it is a singular fact that every one proved a failure and had to be displaced. The house also engages in the manufacture of elevators for stores, factories, mines, sidewalks, iron foundries, docks, grain elevators, both portable and stationary. It also manufactures en-

gines for them, with arrangements secured by many patents, which bring them up to a high state of perfection. The vertical engine which the firm turns out has gained considerable reputation in this locality, and is especially recommended to the trade. A specimen of the work the establishment turns out can be seen in the shipping and discharging machinery in use at the docks of both the American and Red Star Steamship Companies, south Delaware river front, Philadelphia.

GIRARD LIFE AND TRUST COMPANY.

This is the oldest corporation of the kind except one, in the State, and the excellence of its management is seen in the amount of its assets, \$2,285,182.48, belonging to the Company, independent of Trust Funds. It receives trusts of all kinds, whether as trustees, assignees, guardians, or as executors or administrators, which business is in old and experienced hands. Deposits and trust funds are kept entirely separate in the accounts and are not in any event liable for the debts or obligations of the Company. The Company receives money on deposit and allows interest. Life insurance is done on the most reasonable terms, the premiums payable yearly, half-yearly, or quarterly, and the profits declared to the insured for the whole of the life. The business of financial institutions of this character has become very largely developed in America of late years, but the Girard belongs to a conservative class managed on the traditional prudent principles of Philadelphia fiscal institutions, which deem it a public duty to avoid all possible perils and maintain at all times an ample surplus and cash reserve. The assets are all, therefore, invested in solid and substantial securities or mortgages, and can be readily realized on demand. Thomas Ridgway, President; S. I. Comly, Vice-President; W. H. Stoeber, Treasurer; Charles O. Groom, Actuary; and Caleb Clothier, Secretary. The managers include some of our first capitalists, merchants and manufacturers. The Company was for many years located in the first story of the marble building east of the Custom House, now occupied by the Western Bank, and when the latter corporation determined to occupy the whole building and reconstruct the interior, the Girard moved to its present admirable quarters, Nos. 633 and 635 Chestnut street. The office was formerly occupied by the National Exchange Bank, and is excellently adapted for financial business.

The business of life insurance, to which this Company has mainly devoted its capital and enterprise, was for a long time less understood and appreciated as a wise provision for the future in Philadelphia than in New York, Boston and the north and east generally; probably for the same reason that banking was less used in this city and State than in New York and New England. But a great change has occurred in this respect of late years, and life insurance companies are no longer looked upon as mere money-making concerns for the stockholders and managers, but as useful organizations to encourage habits of economy and prudence, and as furnishing the means of safe and profitable investment to thousands of persons who do not understand investments at all, and are always liable to be deceived by plausible undertakings and promises. The Girard has rendered large and important services in Philadelphia and all its tributary region in overcoming these antiquated prejudices, and accustoming our people to the use of such corporate enterprises as those of the class to which it belongs. For a time the insecurity of all kinds of insurance was a popular notion, because of the number of swindling concerns that were wrecked or exposed. But substantial companies, like the Girard, guided by capitalists, manufacturers and merchants of the highest class for wealth and integrity, have rescued the life insurance business from this reproach, and elevated it to a high place in public estimation.

SHIPPING HOUSE OF WILLIAM P. CLYDE & CO.

The founder of this establishment, Thomas Clyde, still a living, active and enterprising merchant, began his now famous line of coastwise and West India steamers in the year 1840, about the time when the screw propeller was first introduced for practical use in commercial shipping, which Mr. Clyde was among

the first to adopt it, it being in the Ericsson line of canal steamers between Philadelphia and Baltimore. The success which marked this change was followed up in the general use of the propeller in the coasting service. In 1850, Mr. Clyde established a line of screw steamers between Philadelphia and New York, which lasted until 1861, during which period he also established lines of the same kind on the Delaware and Chesapeake bays, from Philadelphia and Baltimore to various southern ports; and though the war interfered with these for a time, they are all now in successful operation. The firm of William P. Clyde & Co. is composed of Thomas Clyde's sons. Its business now covers lines of steamers from New York to Norfolk, Richmond, Wilmington, N. C., Charlestown, Savannah, Fernandina, Key West, Havana, the Haytien ports, San Domingo and Porto Rico; between Philadelphia and New York, Providence, Boston and all the southern ports, between Baltimore and the southern ports, and between New Orleans and the West Indian ports. Wm. P. Clyde & Co. are also the agents of the Panama Transit and Pacific Mail line steamers between New York, Central and South America, and California and Oregon. They employ a fleet of over sixty American built steamers, a capital of many millions of dollars, and the annual business amounts to a great sum. The parent house is in Philadelphia, at No. 12 South Delaware Avenue. But the firm has branches in New York, Baltimore and other cities, and its operations have become as vast and intricate as those of some of our great railway companies. It is a remarkable example of mercantile enterprise and success, through a period so disastrous and destructive to the American commercial marine, and revives the age of Philadelphia shipping greatness, in which Girard and his compeers flourished. Its success may be said to have been caused by the prompt adoption of the screw propeller as the most economical type of steamer, and the firm adherence to it when New York merchants were devoted to the old side-wheel steamers, so wasteful of space and fuel. When iron steamers came into vogue after the war, Mr. Thomas Clyde was one of the earliest to appreciate the advantages of iron over wood, and again promptly adopted the compound engines and also the plan of building vessels in compartments. His vessels were always built with economy, though strong, substantial and commodious. By always scrutinizing closely all the details of his business, keeping a strict watch over all contracts and expenses, and running at low rates, he has managed to render all his lines uniformly successful. It seems to be a triumph of practical ability over all obstacles. The firm has a fleet of steam tow-boats and does a large business in Delaware river and bay, and on the waters near Baltimore. The magnitude and success of the Clyde shipping lines and their business dispel the idea so long prevalent that mercantile ventures of that scope and extent demand the capital of a great corporation, and show that here, as in England, they are entirely within the reach of individuals and firms. The success of this Philadelphia concern has been achieved when the enterprise of New York seemed to absorb and overwhelm all competition, and while the rail roads have been more and more encroaching upon the business of the navigation lines. No very large capital was invested to start with, and the main reliance of Mr. Clyde was upon his own shrewd practical knowledge of mercantile business, and his wonderful mastery of details. In the latter respect he resembles those great commanders who have become famous for minute attention to all under their control. Nothing ever escapes him. His sons, trained under his discipline, have carried out his principles and system with the same unflinching results. The bold venture of the firm into the Isthmian, South American, and Pacific trade is not beyond their sphere, and we are sanguine of their success. They are not speculators and stock gamblers, as so many have been who have had control of that business. They will have nothing to do with political or corrupt schemes. Had the American ventures in the ocean transit between the United States and Europe been made as Mr. Clyde's were in the coastwise and West Indian lines, they would have been as successful, long ago, as our own recent venture in that direction is proving to be. They needed economy, close management, a practical knowledge of shipping construction and details of working, and a prompt adoption of the screw

propeller; and in all these they were deficient. How much the commerce of the Republic needs more such men as Thomas Clyde, we need not say. He and his sons have done wonders for the coasting trade of Philadelphia, and deserve honor and fame for their achievements.

We have given, above, as brief a condensation as possible of the details and history of a business sufficient, if elaborated fully and properly, to occupy a large volume. But it would be doing injustice to this great house, to allow the occasion to pass without speaking in broader terms of the magnitude of its business, the high mercantile ability displayed in its accumulation and management, the national reputation won by the firm, and the foundation it has laid for still greater achievements. The first marked feature is that this great success has been wholly confined to the use of steam vessels. The firm has not had any interest whatever in sailing vessels. It is, therefore, purely a triumph of steam and of the propeller class of steam vessels. The second point is, that the basis of the success was found in the coasting trade, which was always underrated as a maritime business, though Clyde has demonstrated what can be done with it. The third point is, that although shipping firms in New York have, in former years, risen to great wealth and business, they always remained devoted to New York alone, while Clyde, without neglecting Philadelphia, has made his house national. The success of the great Liverpool shipping firms seems to depend on the possession of large fleets of vessels always in want of employment, and open to any engagement that offers. Clyde's later successes are somewhat similar. For his great fleet enables him to answer any call that may be made upon him, and to maintain a regular line where other and smaller concerns are unable to do so. A large amount of work has been given by Mr. Clyde to the shipbuilders on the Delaware, and something of that kind is always on hand at some of our yards. This truly great house has proven its ability to make the coasting trade pay at all the southern ports, and this it has done effectually. What energy, skill, economy, management and knowledge of commerce it has required to do this, in the face of the extraordinary rail road competition that has crushed so many other maritime undertakings, we need not say. Clyde's fleet is always increasing in tonnage, and the number of his lines grows in the same proportion.

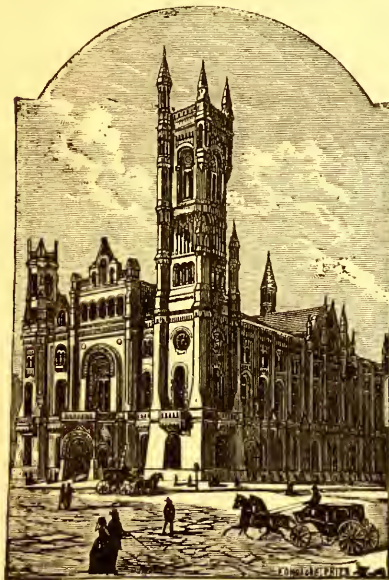
THE LARGEST BLANK BOOK AND STATIONERY HOUSE IN PHILADELPHIA.

The elegant blank book and stationery mart of W. F. Murphy's Sons, No. 509 Chestnut street, is justly entitled to rank among the first houses of this line of business in the country. Nothing in the line of stationery, foreign or domestic, plain or fancy, is manufactured that cannot be obtained there, and that, too, at the most reasonable prices. As to their own make of blank books, they are unexcelled in the world. This is one of the oldest and best known establishments of its kind in the United States, having been organized by the late William F. Murphy (the father of the present proprietors) in the year 1820. This gentleman was a practical bookbinder, and besides being a superior workman, was a man of great energy of character and fine business abilities. He was the first in this country who ruled paper by machinery. Previous to his time this was done by hand, and the process consequently was slow, imperfect, and much more costly than the present mode. Messrs. H. F. and F. W. Murphy, the members of the present firm, were brought up to the business under the practical care of their father, and having devoted nearly their whole lives to the business, they are thoroughly familiar with the details of its every branch. With the tact of shrewd business men, they have availed themselves of every useful improvement in the manufacture of blank books, and their bindery is now one of the most complete and perfect in the world. Their ruling machinery comprises some of the finest models of the inventor's genius, and their manufactures show to what perfection the ingenuity of man can arrive. They produce some of the most curious and intricate varieties of paper ruling with mathematical precision. To turn out the work they do, requires deft hands as well as improved machinery, controlled by experienced workmen. And not

only in this branch of their business, but in every department of their extensive manufactory, the Messrs. Murphy employ none but the most experienced of skilled workmen; of these they now have about one hundred and fifty. Besides doing an extensive business with the wholesale and jobbing trade throughout the country, they have a very heavy special custom business with many of the prominent banks, insurance and rail road companies, manufacturers, shipping, commission, and other merchants, and, in fact, with all who require first-class account books, stationery, etc. At the Centennial Exhibition, the splendid display of fine blank books by the Messrs. Murphy attracted the special attention of a large number of visitors. In this display there were no less than two hundred ledgers, all made to order of the best material and most elaborate workmanship, and it was beyond doubt the largest and most varied assortment of this kind ever got together by any house in the world. To make this the ne plus ultra of blank book displays, two years were occupied in its preparation, the workmen, with just pride, seconding their employers in their endeavors to make it as near perfection as possible. As an evidence of their success, the following award was made by the Centennial Commission: "It is evident that the most careful attention is paid to the minutest detail in the work shown in this exhibit, resulting in the highest degree of excellence, while the prices are moderate, thereby appreciating and meeting the demands of the public." Little more need be added. From the small beginning of Mr. W. F. Murphy, in 1820, his sons, by close attention to their trade and correct dealing with their customers, are now doing a business of half a-million dollars a year.

THE LARGE DRY GOODS AND CLOTHING ESTABLISHMENTS OF JOHN WANAMAKER.

Sixteen years ago last April, was inaugurated, in a modest way, a business house which has since made continuous and gigantic strides, and to-day, in its line, stands in magnitude at the very top—an instance of progressiveness and prosperity unexampled in the history of Philadelphia. It is not a confusing



MASONIC TEMPLE.

are numbered by thousands, and its many floors occupy an area of about three

stretch of memory for the present generation to recall the sign of "Wanamaker & Brown," which was placed upon the somewhat uninviting premises at the southeast corner of Sixth and Market streets, where the announcement was made that the firm was prepared to furnish the male sex with ready-made wearing apparel. The venture was a risk, both as regards the time of starting the undertaking and the particular field they had selected, for the same kind of business at that time was being pushed with vigor by several large houses in this city. An ambition to succeed, however, added to a rare tact and natural administrative ability, bore its proper fruit, and the enterprise, which was but the acorn in its inception, now shows its proper growth in the majestic proportions of "Oak Hall." This fine building, with its attractive iron front, has been widened to 66 feet on Market street, and extends in depth to Minor street, a distance of 180 feet. The employes of "Oak Hall"

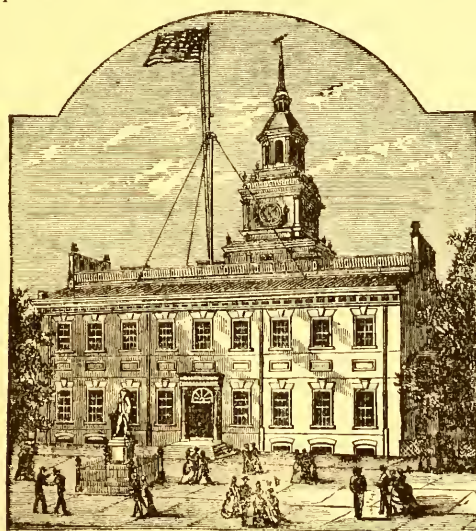
acres, all utilized in carrying on the various departments of this great business. Mr. Brown died in 1868, and Mr. Wanamaker purchased his interest, becoming the sole owner of Oak Hall. The old firm-name has always been kept up (though without any interest other than that of Mr. Wanamaker and Mr. John F. Hillman, admitted in 1871). One would suppose that a business of this magnitude would satisfy most persons, but there were other fields to conquer, and the man was at hand in the person of John Wanamaker. His rapidly increasing trade induced him to purchase the old freight depot of the Pennsylvania Rail Road Company, at Thirteenth and Market streets, which, with characteristic energy, he has converted into a mammoth dry goods emporium. The clothing business being well established, he turned his attention to a kindred branch, and has supplied himself in every department with an attractive line of dry goods. An outlet on Chestnut street was deemed desirable, and the store, No. 1313 Chestnut, was secured and arranged as an ornamental arcade leading into the "Grand Depot." To give the size of this establishment requires "big" figures. It is 250 feet by 373 feet on Thirteenth street, and the run through from Market to Chestnut streets is 488 feet. Other interesting data are as follows: Length of main isles, 196 feet; aggregate length of isles, one and a-half miles; area of floor, over 90,000 square feet. There are 33 blocks of counters, numbering in all, 129, and, for the convenience of shoppers, 1400 stools. A novel feature of the establishment is a room handsomely furnished, lighted only by gas, which is set apart for the display of silk dress goods as they appear by gaslight. Besides this there are parlors, retiring rooms, &c., for the comfort of customers. It seems to us that forethought could go no further when we found suitable waiting-rooms for the convenience of ladies and gentlemen who accompany persons making purchases. Here we find on the reading tables the newspapers and magazines of the day, provided for the free use of those who may be waiting for their friends. Of the employés the strictest politeness to every one is exacted by the firm, and customers can examine goods, or have them exchanged, without fear of being overwhelmed with an air of doing one a favor, as is the practice in many stores. As a part of his business, Mr. Wanamaker is proprietor of the elegant Tailoring House on Chestnut street, adjoining the Continental Hotel. The merchant tailoring department, for making goods to order, has no superior in Paris, London, or America.

KITTANNING COAL COMPANY.

The general office of this corporation is at 125 South Fourth street, Philadelphia, and the branch offices are at Trinity Building, New York city, and at No. 17 Post office avenue, Baltimore. H. H. Shillingford is President, H. T. Shillingford, Secretary and Treasurer, and the Company mines and ships bituminous coal, its shipping piers for the export trade being at Greenwich Point, Philadelphia; South Amboy (New Jersey), and Canton (Baltimore). The Company owns about eight thousand acres, and controls by lease about one thousand more acres of bituminous coal territory in the Moshannon coal basin in Clearfield and Centre counties, Pa., designated in the State Geological Survey as the Clearfield Steam Coal Basin. The Company also has coal rights in Blair and Cambria counties, embracing about one thousand acres of land on the line of the Pennsylvania Railroad, upon which is developed and worked the celebrated Lemon vein of coal so famous for burning brick, possessing qualities not known at present to exist in other coals, of producing the rich, full and brilliant red color for which Philadelphia pressed brick are so justly distinguished. It is also adapted for blacksmithing and lime burning. The Clearfield steam coal includes five explored beds, and the only one as yet developed and worked by the Company, is about five feet and a-half in thickness, of pure and clean coal. This coal has 74.281 per cent. of fixed carbon, cokes 77.97 per cent., according to the analysis of the State Surveyor, and according to another analysis, has 76.39 per cent. of fixed carbon, and cokes 79.09.

The small percentage of sulphur and ash, as well as practical tests of the coal by coking and burning in various ways, indicate that, for metallurgical purposes, and for raising steam, it is of the first quality. The reports of the

consumers of this coal, of its practical working results, show more favorably its superiority than even the analysis indicate. Certificates to this effect on file in the Company's office, are from parties of the highest respectability, who have used this coal for years for generating steam for marine and stationery engines, metallurgical purposes, blacksmithing and glass manufacture. The Company has a capital stock of five hundred thousand dollars, besides an ample surplus as working capital; has great facilities for mining and shipping coal, and can easily double its production in a short space of time by a small outlay for additional improvements. The mines in the Clearfield region are reached, and the coal transported over the Beaver branch of the Tyrone and Clearfield Rail Road, forming a junction with the Pennsylvania Rail Road at Tyrone, reaching tidewater at South Amboy, Philadelphia, and Baltimore. Besides finding extensive markets in New England, the Middle and Southern States, the coal is shipped in large quantities to the West Indies, Mexico, and Central America. The lands in Blair and Cambria counties are at and near Gallitzin and the Summit tunnel. The Blair county mines were the first mines owned and worked by the Company, the others being acquired and worked afterwards. The developments were commenced in the Clearfield region in 1868 on leased lands, and afterwards continued on the Company's own lands in 1871. Mr. Shillingford, the President of this Company, is a business man of long experience in extensive mercantile pursuits, and has displayed marked skill and ability in the management of this great enterprise, the operations of which are constantly increasing in magnitude and scope, and are already among the most important coal interests in Pennsylvania. The piers of the Company are now furnished with extensive facilities for delivering coal on shipboard from the cars, and do a very large business. Coal can be sent direct by CAR LOADS to all accessible points.



INDEPENDENCE HALL—NORTH SIDE.

MORRIS, WHEELER & CO.

In the year 1860 this firm succeeded Morris & Jones & Co., who had been in the iron trade since 1829, and the business steadily increased year by year, until to-day they are known as our leading house in this line. Their business connections extend throughout the United States, besides which they have a large export trade. In 1865 these gentlemen organized the Pottstown Iron Company. The present officers are Theodore H. Morris, President; Andrew

Wheeler, Vice President, and W. H. Morris as Treasurer and resident General Manager. These extensive works are located at Pottstown, Montgomery county, Pennsylvania, and comprise a large blast furnace, plate mill producing 6000 tons plate iron annually, nail factory, with yearly product of 120,000 kegs of nails, which, with other descriptions of iron, makes the total annual capacity about 16,000 tons. They make all the grades of boiler plate, including the highest quality of solid Fire Box Iron, and since the beginning of the era of Iron Ship-building in this country, they have made a specialty of ship and bolt plates, and have furnished a large proportion of plates for all the sea-going steamers built on the Delaware for the past five years, including the four steamers of the American Steamship Company. American plates have long been known to have greater strength than the English article used for similar purposes. In order to prove this more thoroughly and accurately, the Pottstown Iron Company, and others, were induced recently to send samples to Brussels, to be tested by the *Bureau Veritas*, the results of which tests were largely in favor of American iron. Messrs. Morris, Wheeler & Co. have lately introduced a novelty in cut nails which has excited interest in the hardware trade, and has been noticed in a favorable manner in a recent number of the *Iron Age*. The new invention consists in giving the nail a chisel point, which enables it to penetrate the wood without breaking the fibres. If the advantages claimed for this nail shall be established by practical use, it is fair to presume it will create a revolution in the nail trade, just as the blunt screw was superseded by the gimlet pointed screw. The common cut nail, when driven at right angles to the grain of the wood, is surrounded by broken fibres, hence, water penetrates and rots the wood. The chisel-pointed nail cuts the grain of the wood instead of mutilating it, and beds itself firmly in the solid wood. The manufacturers state that this nail is doubly economical, in that there are a greater number of them to the pound, and fewer are required to accomplish a given amount of work. The superiority of the chisel-pointed nail is manifest, and will doubtless crowd the common article to the wall. Messrs. Morris, Wheeler & Co., are earnest advocates of the advancement of American interests, and are among our most public spirited and liberal minded citizens. Their places of business are in Philadelphia, at Sixteenth and Market streets, and in New York, at No. 14 Cliff street.

SHARPLESS & SONS.

This house, so long and favorably known to the shopping community of Philadelphia, was founded in the year 1814 by Townsend Sharpless. He started in a modest way on Second street, above Chestnut, with a capital of but \$1000. Here was laid the foundation, by business tact and management, of that enduring prosperity which has its culmination in their splendid establishment of to-day. In 1837 Mr. Sharpless associated with himself as partner, his son Samuel L., and five years later, in 1842, his son Charles L., and in 1845 his son Henry G., and the style of the firm then became T. Sharpless & Sons. After the withdrawal of Townsend Sharpless in 1848, the business was continued by the sons, under the name of Sharpless Bros. The trade steadily increased until it became evident that more commodious quarters must be found to meet its requirements. In 1857 the sales amounted to a half million dollars per annum, and the new site at the north-west corner of Eighth and Chestnut streets having been selected, they moved into it. Here the firm continued without change until the year 1863, the sales in the meanwhile having increased to a million and a-quarter per annum, when Samuel L. and Henry G. retired, and the business was conducted by Charles L. alone. To perpetuate the old firm in the new generation, Charles L. in 1870 took into partnership his son Henry W., and in 1872 his son Charles W.; thus, after many years, restoring the old title of Sharpless & Sons. Notwithstanding the very extensive store they were occupying, enlarged business demanded additional room, and in 1873, they bought and added to the original building the adjoining property of John Stone, 25 feet front, and in 1877 the Haines property, an additional 25 feet, thus making in all a front on Chestnut street of 100 feet, by 165 feet deep on Eighth street. A notable feature of this house is the combin-

ing of a wholesale and retail trade, their business in 1876 amounting to nearly \$4,000,000, \$2,000,000 being wholesale, and the remainder retail. Standing to-day, as it does, in the front rank of houses in its line, it is interesting to review a career which from meagre beginning, has matured to such strong and healthy growth.

Messrs. Sharpless & Sons display on their shelves everything comprised under the general head of Dry Goods in great variety and style. Silk, Woolen and Cotton fabrics in their almost endless adaptations are furnished at prices which only a very large capital can command. Shawls may be found to suit the tastes of all classes, as well as their pockets, from the inexpensive woolen shawl to that splendid product of India, the camel's hair, which in its very name suggests the plethoric purse. This firm has its seasonable openings for the display of fashionable dresses and suits, their own importation from the most celebrated Parisian *modistes*, such as Worth and others of note whose names are not so familiar outside of France. At a recent exhibition the display was unusually fine, and was the theme of admiration among the crowd of ladies who paid the establishment a visit upon the occasion. All tastes could be gratified, as the importation included costumes of all kinds, from the modest walking suit to the elegant evening toilette, and in the latest and most fashionable shades of color. The Wholesale Department of this house is supplied with a large stock of well-assorted goods, and offers extraordinary inducements to the country buyer. Messrs. Sharpless & Sons are prepared for whatever demand capital and foresight can command, and the customer can have his wants supplied, and at the same time be assured of fair dealing.

PAINT & VARNISH HOUSE OF FELTON, RAU & SIBLEY.

Messrs. Felton, Rau & Sibley, manufacturers, importers and dealers in varnishes, paints, glass, etc., have been located at Nos. 136, 138, and 140 north Fourth street since 1863. In that year the house was established by Samuel K. Felton, Conrad F. Rau, and Edward A. Sibley, which same gentlemen to-day comprise the firm. The building occupied by them stands on the northwest corner of Fourth and Cherry streets, and is four stories high. The first floor is devoted to the sales department and offices; the second and third floors are used for the storage of varnishes, and the balance for the storage of paints. The house has an extensive manufacturing business in varnishes, for which they run two factories—one at Hestonville, in the Twenty-fourth ward, and the other on Hart lane, near Frankford road, in the Twenty-fifth ward. The former is devoted to the manufacture of cabinet and floor oil-cloth varnish, and the latter principally to the manufacture of fine coach varnish and Japan. Mr. Rau, one of the members of the firm, is favored with an experience of at least thirty years in the manufacture of varnishes, and consequently is entrusted with the management of the factories named. The firm have facilities for turning out large quantities of varnish, and as this is a peculiar class of goods which improves with age, they constantly have a large supply on hand. In the manufacture of their varnish, they use the Zanzibar gums from Africa, the New Zealand gums from New Zealand, Batavia gums from Batavia, and gum shellac from Calcutta. The firm make a specialty of paints in their preparation for first-class work, and more especially for use upon railway coaches. For the supply of this branch of their trade they operate a factory in the rear of Cherry street, between Fourth and Fifth. Messrs. Felton, Rau & Sibley are also the sole manufacturers of John W. Tully's patent paint filling for iron and wood, an article for filling the grains of wood and iron in order to produce a perfectly smooth surface. The firm propose to deal in everything that a house, coach or sign painter requires in his business, and consequently they do rather an extensive glass trade. For an exhibition of varnishes at the Centennial Exhibition, they received a medal at the recommendation of the group of judges under whose inspection their exhibit came. The house of Felton, Rau & Sibley, although not as old, perhaps, as some other houses in that line of business, has become a landmark in the progress of Philadelphia enterprise, and is widely known throughout the country as producing the finest quality of var-

nishes and paints sold in the trade. The firm do business with retail houses in all the principal cities, and deal very largely with Philadelphians, competing successfully with other business institutions of their kind in an effort to secure home trade. Their course in business, besides this, has been characterized by a keen perception of the wants of the public, and possessing the advantage of an experience extending back so many years, they are enabled to furnish the very goods needed. By a watchful care of their interests and fair dealings with their buyers, the firm to-day, in point of stability, compares favorably with the best houses in any line of business.

BUSH HILL IRON WORKS—JAMES MOORE.

Philadelphia is the centre of a vast iron industry, and here are annually produced millions of dollars' worth of machinery, castings, tools, boilers, and other mechanical appliances made from the great staples. Among the establishments engaged in this important trade, stand the Bush Hill Iron Works, which were founded away back at the beginning of the present century, by Oliver Evans, a well-known mechanic, who gave them a reputation from the start. After his death the establishment was carried on by his sons-in-law, Messrs. Rush & Muhlenburg, to the year 1846, at which time the establishment was reopened by Neal, Matthews & Moore, of which firm the present proprietor was a member. Mr. James Moore is a practical mechanic, and learned the trade with Messrs. Coleman, Sellers & Sons, whose establishment was in Delaware county, in this State. The present works now cover nearly two squares of ground, and the departments are iron foundry, machine, pattern, boiler, and smith shops. The line of manufacture is varied, and they are prepared to execute orders for castings of every description. Rolling-mill and furnace equipments complete; rolling-mills for rolling rails, beams, angle, and all shapes for iron, steel, and composition metals; sugar mill, saw mill, and grist mill machinery, and mill-wrighting in general; boilers, fine, tubular and cylinder, and all kinds of tank and plate-iron work. The principal business is building rolling-mills for iron and steel, among which they can refer to the following: Rail Mills, Pennsylvania Steel-works, Harrisburg, Pa.; Abbott Iron Company, Baltimore, Md.; Joliet Iron and Steel Company, Joliet, Ill.; Philadelphia & Reading Rail Road Company's Mills, at Reading, Pa., and others; Blooming Mills, Pennsylvania Steel Works, Harrisburg, Pa.; Edgar Thomson's Steel Works, Pittsburg, Pa.; North Chicago Rolling Mill Company, Chicago, Ill.; Lackawanna Iron and Coal Company, Scranton, Pa.; Albany and Rensselaer Iron and Steel Company, Troy, N. Y.; Beam and Bar Mills, A. & P. Roberts & Co.; Pencoyd Iron Works, Philadelphia; Phoenix Iron Company, Phoenixville, Pa.; Baltimore & Ohio Rail Road Company's Mills, Cumberland, Md.; W. & H. Rowland, Frankford, Philadelphia; E. & G. Brooke, Birdsboro', Pa.; Pottstown Iron Company, Pottstown, Pa.; Plate Mills, Otis Iron and Steel Company, Cleveland, Ohio; Nashua Iron and Steel Company, Nashua, N. H.; Lehigh Zinc Works, Bethlehem, Pa., and others. This establishment has a wide reputation for making steam boilers.

EXTENSIVE PROVISION HOUSE OF WASHINGTON BUTCHER'S SONS.

The provision house of Washington Butcher's Sons was established in the year 1760, sixteen years before the American colonies became the theatre of the memorable struggle for liberty against British oppression. It was founded by John Butcher, great great grandfather of the present members, and during the long interval of years which it has successfully survived, the ownership has never departed from the Butcher family. During its long career there have been many firms whose signs decorated the establishment, and each one that came infused fresh and vigorous blood into the concern, opening up new avenues of trade and extending the character and credit of the house.

The American government during the period of the Revolution was a liberal customer of the house and its goods were distributed over the neighboring colonies. The concern started on Water street, but about twenty-seven years ago,

it was moved to 146 and 148 North Front street, the present stand. The firm is now composed of Henry C. Butcher, Howard Butcher and Henry P. Darlington, trading under the firm title of Washington Butcher's Sons. When the business was first established groceries and provisions were the stock in trade conjointly, there being at that early time no houses trading exclusively in provisions, but for the last thirty years the latter has been handled exclusively, with the exception of curing syrups, salt, saltpetre and other articles used by pork and beef packers, and lard oil, for the pressing of which, a factory has been erected, with a capacity of 400 barrels per week. Rice is dealt in largely also, it being received on consignment from traders in the South. The firm in 1874 established a branch house in Chicago. The extension of the field of operations was owing to the extraordinary increase of the provision trade in late years, and this required the presence of one of the firm in the growing west, the greatest hog breeding district in the world. Accordingly, Mr. Darlington was sent to Chicago to take the management of the branch establishment, and still resides there. Chicago is accessible within a few hours to all the other principal packing points, and is acknowledged to be the leading provision centre in the world. The business done annually by the Chicago branch is very large, the sales last year amounting to \$3,000,000 and upward, while the purchases were enormous and far exceeded the sales, and were not only for parties in the United States, but in the Canadian provinces, and largely on European account. Early in the present year an office and warehouse were opened in New York, principally to facilitate handling the canned meats, for which the firm are agents. The firm, besides dealing on its own individual account, are the agents for several specialties of high renown, as follows: S. Davis, Jr.'s celebrated diamond brand of hams, breakfast bacon, beef, &c., Cincinnati, Ohio; Brougham's celebrated cooked meats put up in Chicago in Brougham's patent canisters; Wilson's Packing Company's celebrated canned cooked meats, Chicago, Ills.; Richardson & Robbins' celebrated boneless cooked hams, Dover, Del., and the celebrated brand of "pure sugar-loaf syrup," which is used by most of the principal packers in the United States, and which, during the past five seasons, has cured 300,000 tierces or 6,000,000 hams. The trade of the Philadelphia house is confined principally to Pennsylvania, New Jersey, Delaware, Maryland and throughout all the southern States bordering on the Atlantic and the Gulf. The southern trade is very extensive, the house having agents in most of the leading cities of the South. This trade during the past few years has rapidly increased. The firm's old and favorably known I-X-L brand of hams, bacons, lard, beef, &c., are sought after by the trade, and has added greatly to the reputation of the house. The brand is especially popular in the north and south. The firm was the first to bring to this city western dressed cattle, beef and mutton in refrigerator cars, and the success of the enterprise has been clearly demonstrated by the extraordinary demand and consumption of these meats. The warehouses of the firm in this city are as completely arranged for the transaction of the business as any in the country, and are large and commodious, ample apparatus for the perfection of every detail being provided, and the smoke and ice houses are unsurpassed. Both contain the latest inventions and improvements. The ice storage vaults are 50x600 feet, while the smoke houses have a capacity of 500,000 pounds of bacon per week. The aggregate amount of business done by the firm is about ten to eleven million dollars per annum, and is steadily increasing each year.

Washington Butcher, who stood at the head of the house for many years, died in 1873, and during his successful career gave it an impetus that will be long and lasting. When he died he was a director in eleven corporations, besides being senior Director of the Pennsylvania Rail Road and President of the American Steamship Company. He was a man of marked business sagacity, and to his exertions Philadelphia owes much of the prominence she occupies in the mercantile world. He was the pioneer in the California trade, and shipped many cargoes on speculation to the new Eldorado when the gold fever broke out. Among the patrons of the house, in times past, was Stephen Girard, and several of the signers of the Declaration of Independence, and the present firm now

show as curiosities business receipts dated back to the colonial days. The concern is one of the solid institutions of Philadelphia, and the firm now managing it are among the most enterprising and prosperous to be found in the United States.

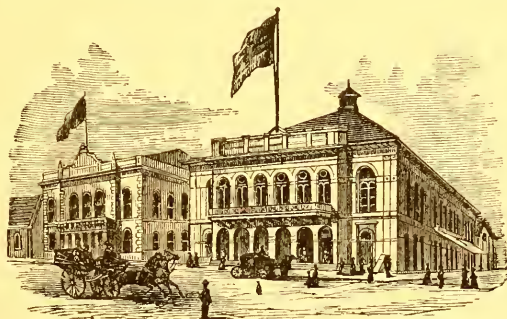
THE MOORHEAD CLAY WORKS.

There is no question as to the antiquity of pottery. Its manufacture is as old as the human race itself, and its application almost universal—objects of pottery having been traced to the oldest semi-barbarians. It is interesting to note the transition from the moulding of rude articles, in sun-dried clay, to the highly ornamented articles of luxury, requiring the utmost skill and dexterity in the manipulation. The “Terra Cotta” (Italian for baked clay) Works, which is the subject of this sketch, is a young house in years, but is in the van for enterprise. The buildings were erected at Spring Mill, Montgomery county, Pa., early in the year 1866, by A. S. Moorhead, of Pottsville, Pa., and William L. Wilson, of Philadelphia. A disastrous fire on the 16th of February, 1869, destroyed the structures, with all their contents. Nothing dismayed, however, these gentlemen went to work to clear away the wreck, and on the very day of the conflagration had matured plans for rebuilding on even a more extended scale. Thus arose, on the ruins of the old factory, the present works of nearly twelve times the capacity, and, in its line, the largest in the United States. This visitation did not interrupt the business of the firm, and consumers were supplied with the usual promptness. In building their new structures they made assurance doubly sure by using heavy stone walls, iron roofs, joists, girders, pillars, &c., and arches and chimney and boiler stacks of “terra cotta” (their own manufacture), all with the design to keep out the devouring element in the future. The former buildings being too small for their rapidly-increasing business, they decided to give themselves full capacity, and had 50,000 square feet of flooring under cover; but even this they have already demonstrated is too small for the demand, and have now increased it to over 75,000 feet. In the manufacture of clay sewer pipes, the Moorhead Clay Works stand unexcelled in quality and unrivalled in size. The largest pipe of this kind made in foreign countries was said to be 30 inch bore, with an area of 707 square inches, which was overtaken and passed by this young American house, and, to-day, they actually turn out an article 48 inches in the bore, and an area of 1810 square inches. As to tensile and crushing strength, and durability—the important essentials of a good drain pipe—the firm procured the best imported pipes and placed them, with their own of similar calibre, in the hands of an eminent engineer, with a view to making a comparative test between the foreign and the domestic article, and the showing was that the average American pipe was fifteen per cent. less in weight, and, at the same time, nearly fifty per cent. stronger than the foreign pipes. This is a very gratifying result to all interested in the success of home manufactures. They have lately produced chimney tops of six feet diameter and 18½ high, weighing 6600 pounds, believed to be by very far the largest pieces of terra cotta ware ever made. Their office is at No. 11 south Seventh street. This firm also manufactures, besides the indispensable drain pipe, terra cotta articles of a more ornamental character, such as vases of various patterns and designs, chimney tops, window boxes, cuspidores, tiles, statuary, &c., besides plumbers’ ware, and articles inviting the attention of engineers, architects, city corporations and others.

WHOLESALE DRUG HOUSE OF WILLIAM M. WILSON & CO.

At 206 and 208 Market street, Philadelphia, the stranger finds an establishment which has all the outward indications of a London drug importing house. Nor does the analogy cease with the exterior, for the habit of the firm is to transact its business in a quiet and unostentatious manner, as any one who has visited the office can testify. The present firm is composed of two young men, who, in 1860, became the successors of one of our oldest and most respected houses, that of Browning Bros. Indeed, some of the fixtures of that firm when

in the jobbing trade, are still in use, carrying their fifty years of service with the solidity of earlier days. Mr. Wilson, the senior partner, is still a young man, and is said to have started with quite a limited capital. To offset this, energy in abundance, capacity for business, activity and earnestness, added to straightforwardness of character and honorable dealing, have borne their proper fruits in a deserved success. Mr. Wilson has entire charge of the importing of drugs, chemicals, and the like, from almost every source of production in the world, and is considered excellent authority in certain lines of essential oils, chemicals, &c., in this country. They do not confine themselves to specialties. With correspondence in almost every part of the civilized world, these gentlemen are prepared to contract for any drug, chemical, oil, spices, &c., as may be required. The products of the shores of the Mediterranean and the East Indies have had, of late years, their special attention. In a house of this kind the bulk of their orders are necessarily large, but it is a rule of the firm to give equal courtesy to every buyer: in other words, to sell the customer his wants—a praiseworthy practice, deserving of note. Mr. L. Hassell Lapp has entire charge of the jobbing business, and, with a corps of able assistants, discharges the duties of the manufacturing department. The firm manufactures over two hundred preparations, either from private and valued receipts, or those of the United States Pharmacopœia, and nothing is allowed to leave the house unless it is of the very finest quality, and packaged in the most unexceptionable manner, for Mr. Lapp is a thorough pharmacist. They have, of late, enlarged and replenished the department of druggists' sundries, and now present an almost endless variety of foreign and domestic combs, hair, nail, and tooth brushes, soap, perfumery, &c. Correspondence in relation to their goods will receive prompt attention, and courtesy is always assured at an interview. The firm manufacture colors of every shade, but of one quality, that of strict purity; no second grade is ground by this concern. William M. Wilson & Co. are controlling agents of Luth's Harmless Vegetable Colors, Royal Standard White Lead, Enamel paint, and other first-class articles.



ACADEMY OF MUSIC AND HORTICULTURAL HALL.

LARGE COAL MINES OF R. B. WIGTON.

The superiority of the Bituminous Coal of Pennsylvania is acknowledged, and its use has latterly been very much increased, not only for the generation of steam-power, but for the reduction of metals and other purposes. The trade in our own State has made rapid progress, and outside markets have been entered and the business extended to gigantic proportions. Mr. R. B. Wigton is the owner of over three thousand acres of land in Huntingdon, Bedford, and Clearfield counties, underlied with the best quality of Bituminous Coal known to exist in this State. His experience covers a period of twenty years in mining and shipping from the Broad Top and Clearfield regions. With perhaps a single exception, Mr. Wigton can point to an aggregate tonnage, for the past ten years, greater than that of any other shipper of Bituminous Coal, and his business is yearly increasing. His Morrisdale Clearfield Coal is in use on more

Ocean Steamers, Locomotives, in more Rolling Mills, Iron, Glass, Cotton, and Woolen Manufacturing Establishments, than any other Clearfield Coal. One of the severest tests, we are told, to which bituminous coal could be put, was made by City Ice Boats last winter. They were supplied with the Morrisdale Coal by R. B. Wigton, and the report says it has given better satisfaction than any coal they ever used. Franklin Platt, in his Geological Report of Pennsylvania, says it shows greater working capacity, or more strength, than any other Clearfield coal. Added to this endorsement we find, in letters from Engineers, Superintendents of Industrial Establishments, and others, testimony of the most flattering character as to its qualities. Thus, the Engineer of the New Jersey Midland Railway finds it "clear and free from sulphur, makes plenty of steam, and for this reason goes further than many other coals. It has more of the heating power and less impurities than many others, and the same bulk will make as much steam as any coal (he) ever used." And again, the Phoenix Iron Company, through their Secretary, write of it as a first-class coal in every respect; so much so, that it called forth a special report in its favor from their inspector. Without multiplying evidence, these give the general tenor of the many letters Mr. Wigton has received, some specifying qualities suited to their wants, such as "free burning, clear of impurities, small amount of ash, no clinker," &c., but all in the highest degree flattering. Messrs. William P. Clyde & Co. use large quantities of the Morrisdale Coal on their steamers—in fact, nine-tenths of all the Bituminous Coal that that firm has used in the past two years was furnished by Mr. Wigton. Besides, he can refer, also, to the Transatlantic Steamship Company, New York and Charleston Steamship Company, Old Dominion Steamship Company, and the Williams & Guion Line, all of New York.

Mr. Wigton has transshipping wharves at Greenwich, Philadelphia; South Amboy, N. J., and Canton, Baltimore. His general office is in this city, at No. 208 south Fourth street, with branches in New York, Boston, and Providence, R. I.

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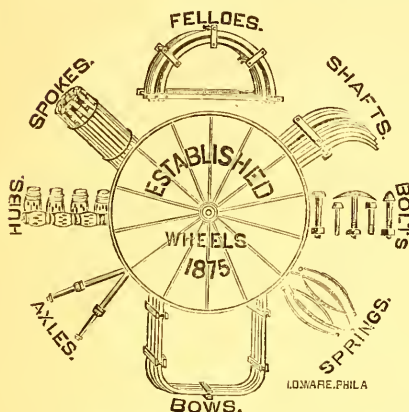
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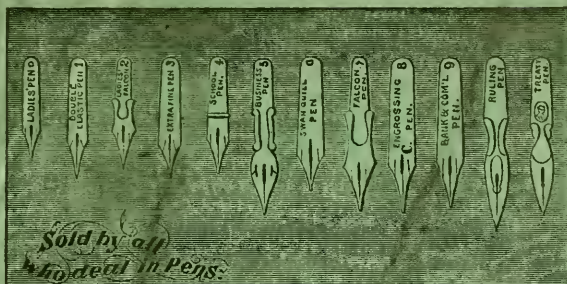
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